1959

# RAMBLER

## ECONOMY 6
## REBEL V-8
## AMBASSADOR V-8

data book

ECONOMY-6
REBEL V-8
AMBASSADOR V-8

# RAMBLER . . . THE BEST OF BOTH FOR '59


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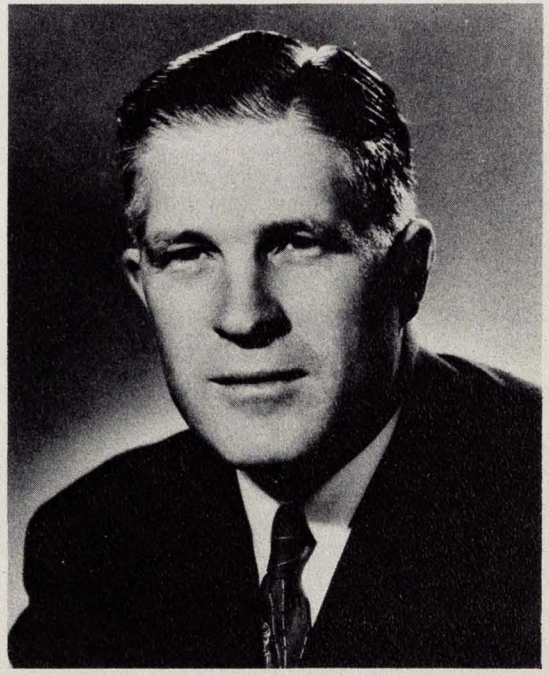
# THE RAMBLER TREND.. *a challenging opportunity*

1959 marks not only the ninth anniversary of the modern Rambler, but it also signals a new era in motor car design concepts—which have captured the public interest as never before. Despite the revolutionary trend toward more compact cars now taking place, many competitive cars will be even bigger in length, width, weight and horsepower. This is significant for Rambler-conscious salesmen and owners. The trend toward low-cost, compact, functional cars is gathering momentum rapidly.

In a few years, I believe fifty per cent of the cars sold will be compact cars like the Rambler. So Rambler's mounting popularity—plus the widespread increased interest in cars of Rambler's concept and design—offers a tremendous opportunity and challenge for salesmen. This 1959 Data Book is designed to give you facts about the unique product advantages of our Rambler 6 and V-8 models. I strongly urge you to read it and use it. It's crammed full of ammunition for a good salesman's job.

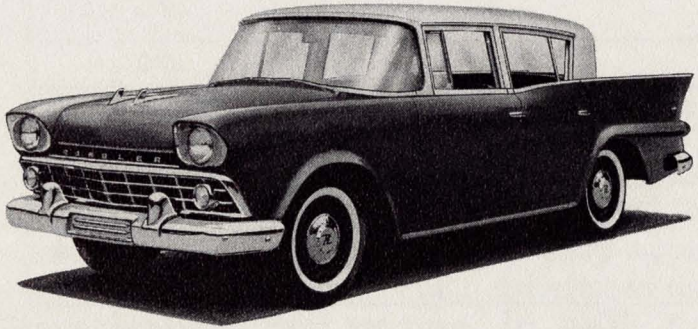
George Romney

George Romney, President
American Motors Corporation

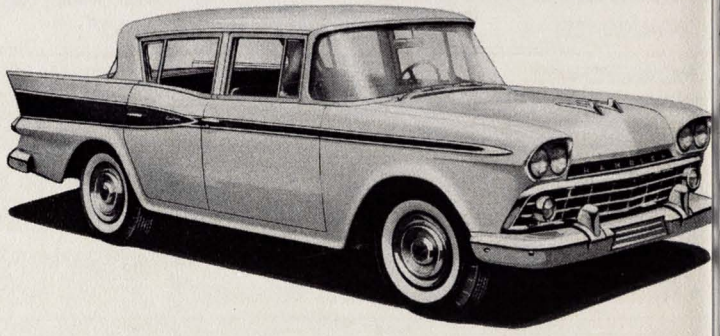


# RAMBLER-6

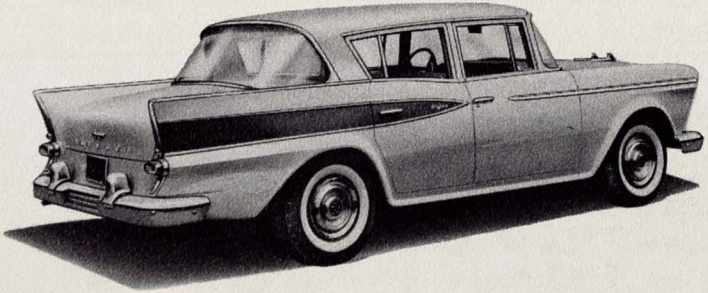
## 108" WHEELBASE
## SEDAN and HARDTOP



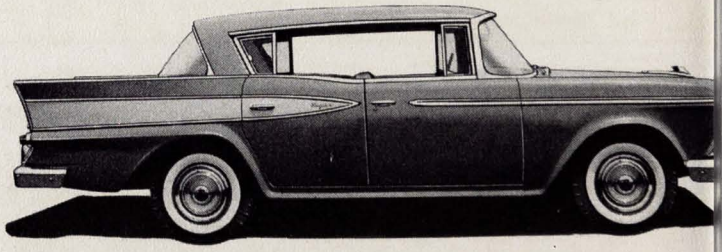
RAMBLER-6 DELUXE 4-DOOR SEDAN . . . . . 5915



RAMBLER-6 CUSTOM 4-DOOR SEDAN . . . . . 5915-2



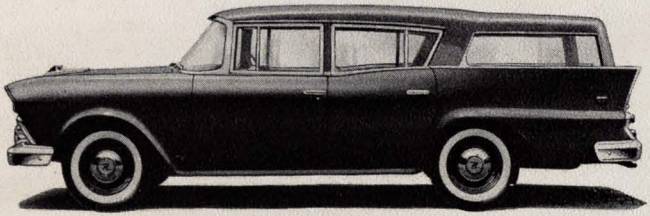
RAMBLER-6 SUPER 4-DOOR SEDAN . . . . . 5915-1



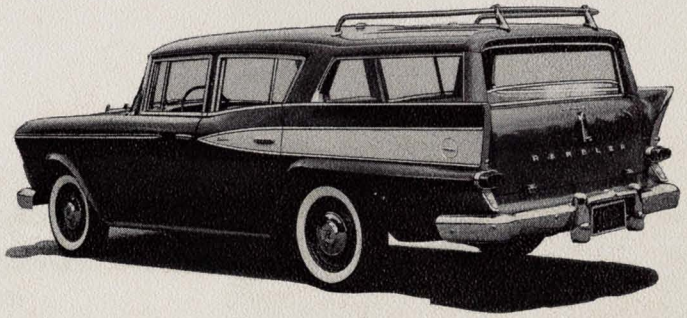
RAMBLER-6
SUPER 4-DOOR "COUNTRY CLUB" HARDTOP . . . . . 5919-1

# RAMBLER-6

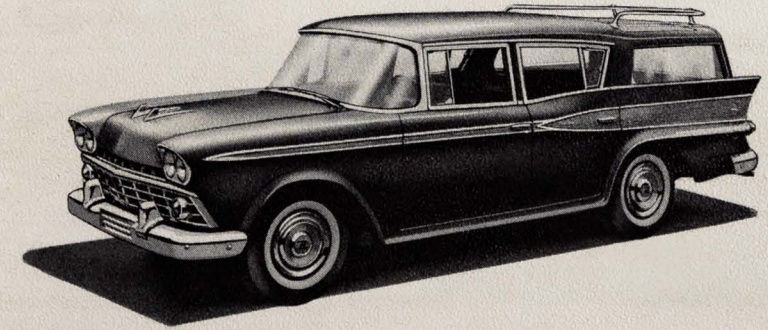
## 108″ WHEELBASE STATION WAGON



RAMBLER-6 DELUXE (Fleet Sales Only)
4-DOOR "CROSS COUNTRY" STATION WAGON. . . . . 5918



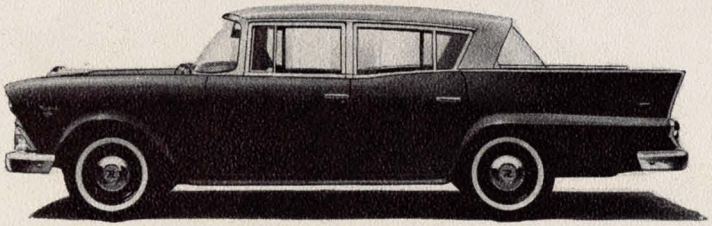
RAMBLER-6 SUPER
4-DOOR "CROSS COUNTRY" STATION WAGON. . . . 5918-1



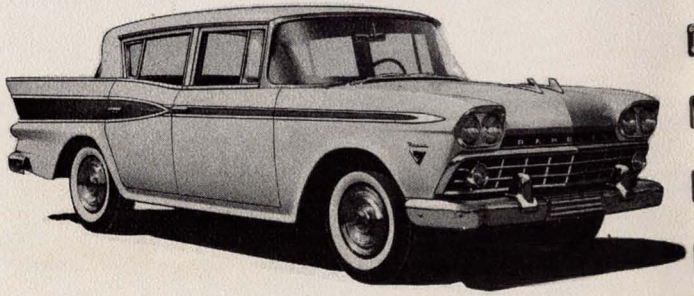
Rambler-6
Custom
4-Door
"Cross Country"
Station Wagon
. . . . 5918-2

# RAMBLER
## REBEL V-8

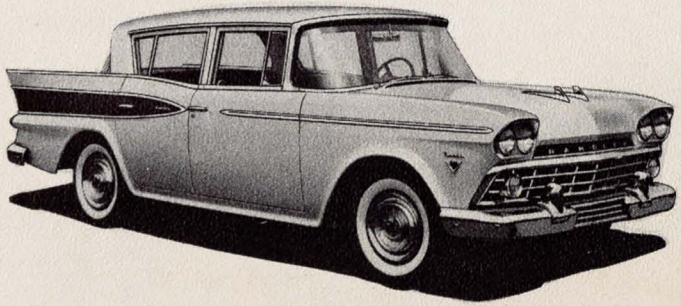
## 108" WHEELBASE
## SEDAN and HARDTOP



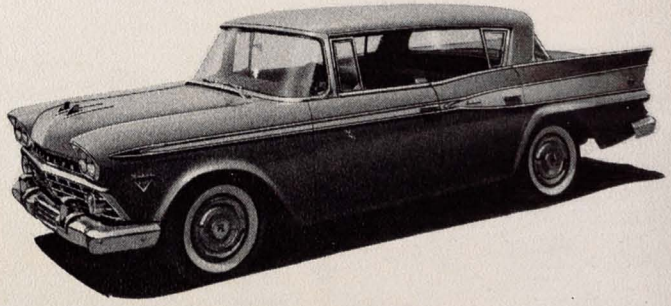
RAMBLER REBEL V-8 (Fleet Sales Only)
DELUXE 4-DOOR SEDAN..... 5925



RAMBLER REBEL V-8 CUSTOM 4-DOOR SEDAN..... 5925-2



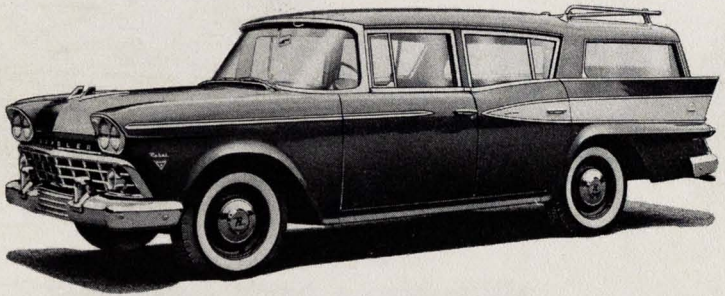
RAMBLER REBEL V-8 SUPER 4-DOOR SEDAN..... 5925-1



RAMBLER REBEL V-8
CUSTOM 4-DOOR "COUNTRY CLUB" HARDTOP..... 5929-2

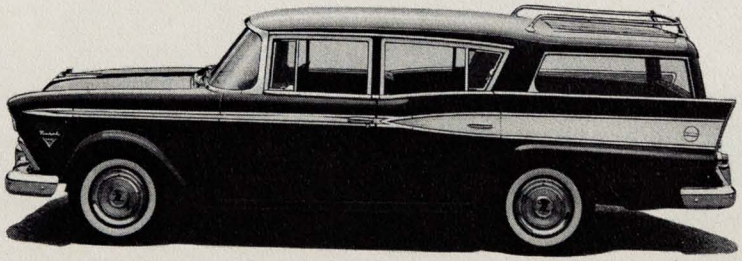
# RAMBLER
## REBEL V-8

## 108" WHEELBASE
# STATION WAGON



Rambler Rebel V-8
Super
4-Door
"Cross Country"
Station Wagon
....5928-1

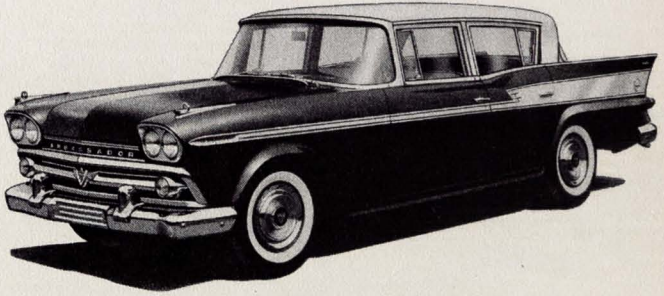
Rambler Rebel V-8
Custom
4-Door
"Cross Country"
Station Wagon
....5928-2



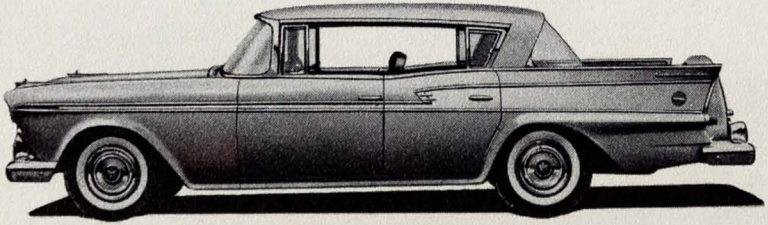
# AMBASSADOR
## BY RAMBLER

## 117" WHEELBASE
## SEDAN and HARDTOP

AMBASSADOR V-8 SUPER 4-DOOR SEDAN.....5985-1



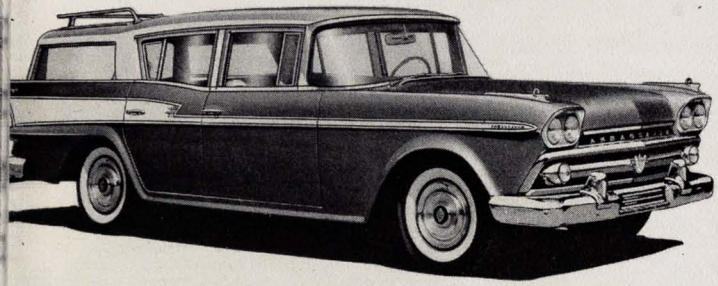
AMBASSADOR V-8 CUSTOM 4-DOOR SEDAN.....5985-2



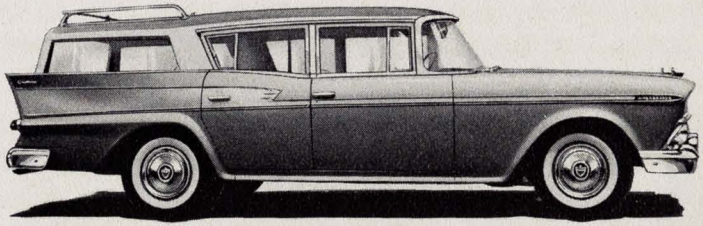
Ambassador V-8
Custom
4-Door
"Country Club"
Hardtop
....5989-2

# AMBASSADOR
## BY RAMBLER

## 117" WHEELBASE
## STATION WAGON

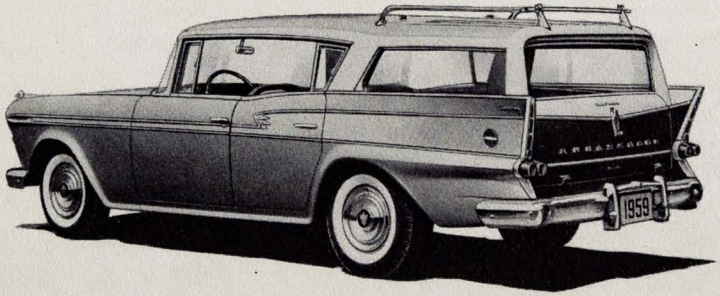


AMBASSADOR V-8 SUPER 4-DOOR
"CROSS COUNTRY" STATION WAGON.....5988-1



AMBASSADOR CUSTOM 4-DOOR
"CROSS COUNTRY" STATION WAGON.....5988-2

**Ambassador V-8**
**Custom 4-Door**
**"Cross Country"**
**Hardtop**
**Station Wagon**
**....5983-2**



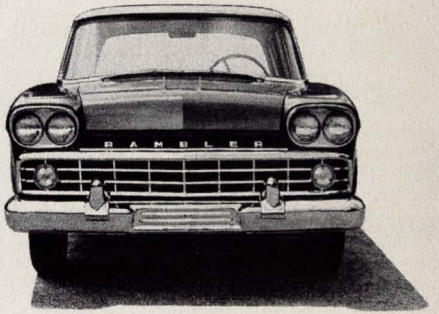
# RAMBLER with all-new STYLING . . . . .

DUAL-HEADLIGHTS . . . Combine night-driving safety with styling beauty. The four horizontally mounted sealed-beam lamps are $5\frac{3}{4}$" in diameter instead of the 7" size. The outer lamp has two filaments while the inner lamp has one.

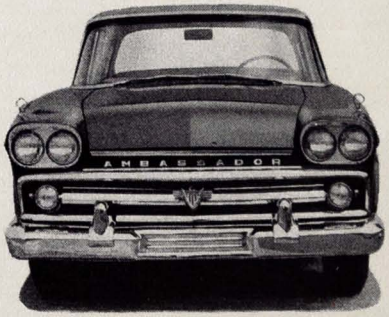
For highway driving, requiring "high-beams", all four lamps give a total of 150 watts instead of 100 as on single lamp systems. The lower filament of the outer lamps and the single filament inner lamps are then on together. More light is thus provided at higher levels for better visibility especially over rolling roads.

For normal driving, requiring "low-beams", only the upper filament in the outer lamps is on. The inner lamps are off. This results in an increased wattage of 100 as compared to 80 on single lamp systems. More light is directed to the left side of the road to aid in seeing objects and silhouettes. A normal foot operated dimmer switch is used to change beams.

Dual headlights are standard on all models except the Deluxe series on which they are an extra cost option.




Rambler-6 and Rebel V-8




Ambassador V-8

## . . FROM THE FRONT

● NEW GRILLE, SIX AND REBEL V-8 . . . Styled for a solid, more integrated design, the new full-width rectangular patterned grille is composed of a two-piece die-casting with provisions for circular park-turn lights. New, larger RAMBLER letters are in the grille-hood opening. All parts are chromed.

● NEW GRILLE, AMBASSADOR V-8 . . . A new styling theme is achieved with the chrome die-cast grille bar with integral park-turn lights and eagle medallion design. New, larger AMBASSADOR letters are in the grille-hood opening. Chrome trim frames the hood edges.

● NEW BUMPERS . . . Wrap-around bumpers feature a new recessed center section for front license plate mounting. New material thickness is .11″, a 22.6% increase for strength. Chrome plating is also improved. Bumper guards are standard.

● HOOD . . . The low hood provides excellent forward visibility, and is also wide for easy engine compartment access. A double-action hood lock and release assembly provides easy operation. Also, a hood hinge, with tension coil spring, provides positive opening and holding action. Fiberglas hood insulation, to dampen noise, is standard on Ambassador models.

Twin-fin hood ornaments are standard on Rambler models, and two fender-top ornaments are standard on Ambassador models.

● FRESH AIR INTAKE . . . The air intake is mounted at hood level to draw in fresh air above low-lying exhaust fumes and road dust. The intake is a functional styling feature, and the opening is accented by an aluminum mesh screen.

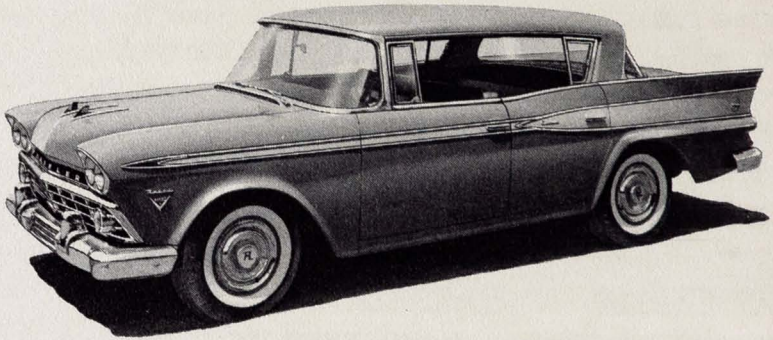
● WINDSHIELD . . . The huge wrap-around windshield is 59¾″ wide with a 1105.7 sq. in. area. Curvature is scientifically designed to prevent distortion. The windshield is encircled with chrome content stainless steel mouldings.

# RAMBLER with NEW STYLING FLAIR..

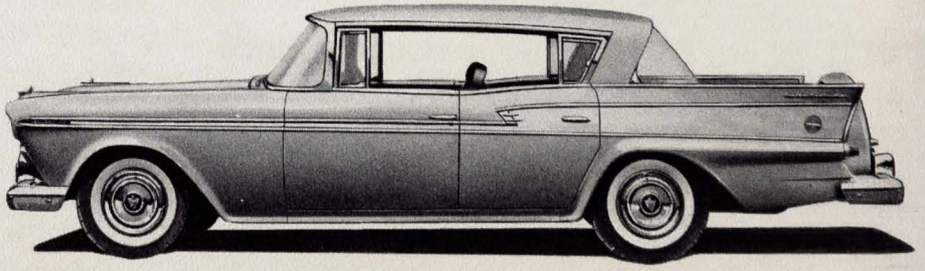
From the side, all Rambler models present an exciting appearance with the all-new rear door panel that curves up into the fender fin. Smooth, unbroken lines that begin at the front fender sweep rearward to provide contemporary styling of unsurpassed beauty.

New side mouldings are distinctively different for each Rambler series. Fender wheel openings possess a fast-sweep look. And to top it off, the roof panel is completely smooth and free flowing.

RAMBLER—6 & REBEL V-8
108" Wheelbase



AMBASSADOR—V-8
117" Wheelbase



## . FROM THE SIDE

- FRONT FENDERS . . . Trim, flat-crowned fenders sweep gracefully into the side panels to provide clean-lines with an illusion of greater width and length. Flanged full wheel openings with sweeping lines accent the wide tread and smart wheel discs. The functional dual-headlights are integrated into the bold fender design.

- REAR FENDERS . . . The flaired-fin fenders are styled in good taste and form an integrated all-welded structure of great solidity. A crisp fender profile with classic simplicity is carried forward in a level, smooth manner. The new fender crease line at the bumper blends smoothly into the fender surface.

- CONTOUR MOULDINGS . . . Custom and Super models have all-new mouldings to accent Rambler's styling and to provide distinctive lines for both wheelbase series. Ambassador Custom models feature a full length anodized aluminum panel.

- UPPER STRUCTURE . . . Rambler's unparalleled vision and airy upper structure is made possible by the shallow top and low belt line. The slim, smooth roof panel blends freely with the rear pillar structure. The reverse angle rear pillar improves vision and is flush with side panels to permit maximum seat width. In addition, it gives structural strength for greater protection.

- DOORS . . . Full-opening doors are perfectly proportioned for easy entrance and opening, and are equipped with positive door checks. The outside door handles are of the safety squeeze-type, and the cam-and-lever door locks provide safe, positive closure. Corrosion free aluminum window frames are a unique feature on center post models. Super hardtops and all custom models are equipped with adjustable rear vent windows.

# RAMBLER with NEW FIN STYLING . . . . .

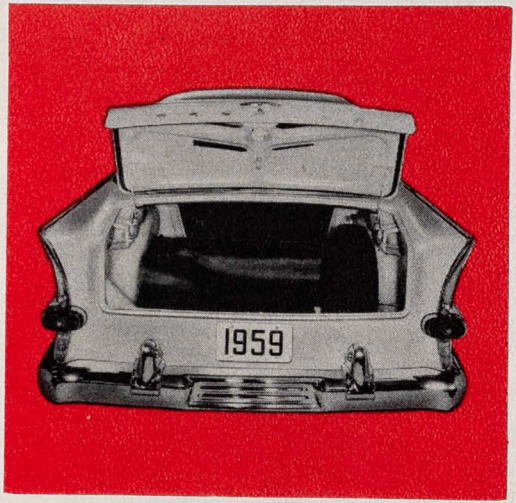
From the rear, the new Rambler models emphasize the distinctive unity of fin styling and function that places these new cars far beyond the ordinary. The smooth roof, rear window, rear deck, tail lights, rear fenders, and new bumper have been carefully related, one to the other, to achieve classic harmony of form and proportion.

Ambassador models feature new "Scotch-Lite" reflective sections in the fin mouldings for appearance distinction and safety.


RAMBLER
SIX and
REBEL V-8

AMBASSADOR V-8

# . FROM THE REAR




The large luggage space has a capacity of 13.5 cubic feet. The spare tire is vertically mounted in the right side of the trunk. With optional continental tire, capacity is 16.5 cubic feet, based on the new SAE standard luggage rating system.

The new rotary type trunk lock is rugged and retains adjustment.

REAR WINDOW . . . Unsurpassed vision is best demonstrated by the remarkable forward view through the rear window. The one-piece, curved, tempered safety glass has an area of 1078.6 square inches. The 58¾" wide rear window is framed with chrome content stainless steel mouldings. On Ambassador models, the upper moulding has a simulated air-vent design.

REAR DECK . . . The rear deck is high and flat to provide maximum luggage space. The deck lid is counterbalanced with a tension-spring hinge design for easy opening. New lift grips are used, and the Ambassador has a new eagle and shield design. Large block letters identify Rambler and Ambassador.

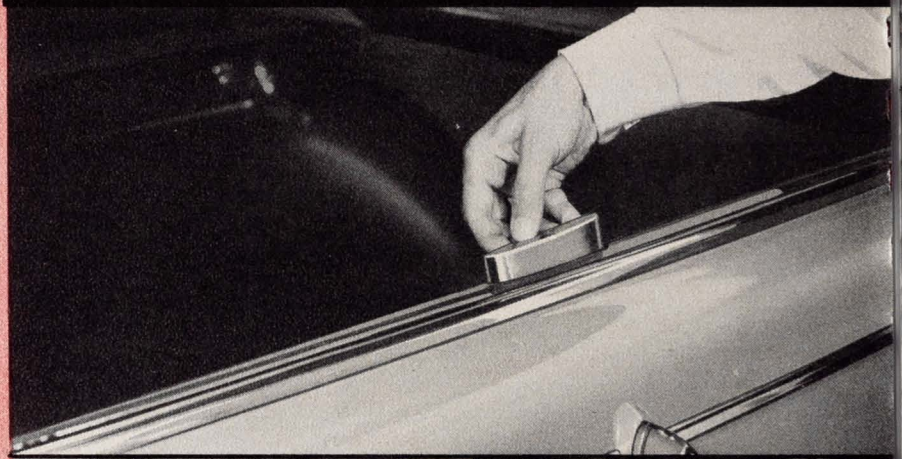
TAIL-LIGHTS . . . The highly visible tail-lights are faired into the lower portion of the fenders. Stop, tail and parking lights are combined as a unit with new high-visibility red plastic. The lens has twin-projections for Ambassador. A circular reflector is mounted above the tail-lights, and is larger for Ambassador. Optional back-up lights are located below the tail-lights.

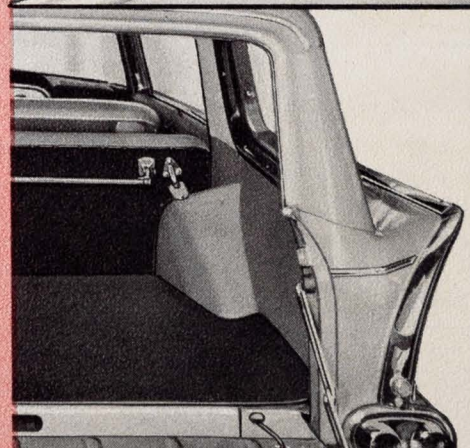
TAIL-GATE LATCH . . . A large T-handle permits tail-gate opening with one simple hand-pull action. The T-handle, which is recessed in the inside upper edge of the tail-gate, controls sliding latches located on each side of the tail-gate. A new single-step striker plate is safer with positive locking action. Side-locking handles are eliminated which provides full usage of the rear opening width. The tail-gate is fully spring counterbalanced for easy operation.

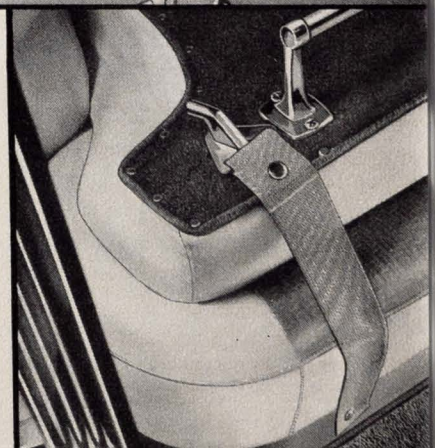
FOLDING REAR-SEAT . . . The rear-seat folding procedure remains the same as the 1958 version. The rear-seat back is held in the upright position by metal clips mounted on the rear wheel-wells. The rear-seat back is held down in the folded position by two fabric straps which snap-on the rear-seat base. A chrome bar acts as a robe-rack, and as a stop-bar for cargo on Custom models.



## AMERICA'S NEWEST . . .

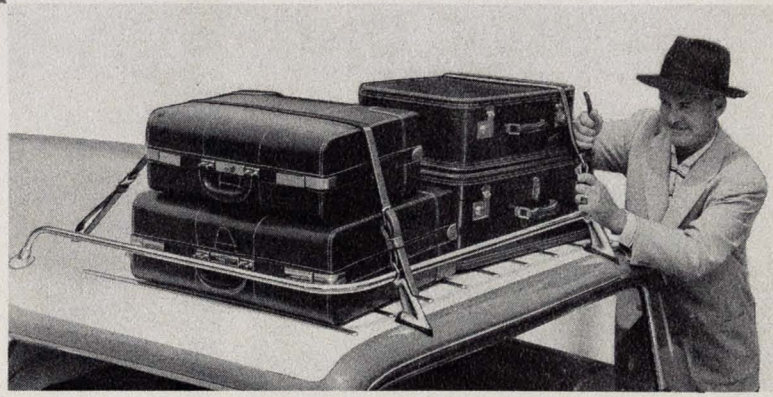


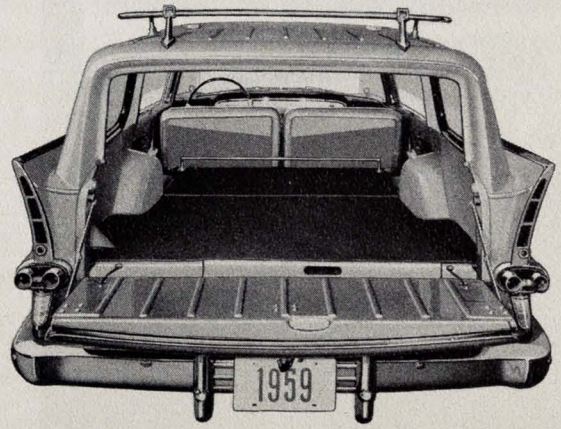




- TRAVEL-RACK and TAILGATE WINDOW . . . The unique stepped roof and gleaming chrome Travel-Rack of the Rambler station wagons are distinguishing features found on no other car. Special tie-down straps for car top carrying are dealer accessories. A feature introduced in the low priced field in 1956 by Rambler, the big rear window lowers into the cargo door. The upper tailgate is completely eliminated and full ventilation is provided with the roll-down window. The crank-handle is key locked.

- CARGO COMPARTMENT . . . The Rambler station wagons are designed for large cargo carrying capacity—made possible by generous interior dimensions and wide cargo door opening. The cargo capacity measures a full 80 cubic feet with rear seat down, and the square-cut tail-gate opening is four feet wide. Complete dimensions are given in the "Specifications Section."





THIS IS A
*DOUBLE-SAFE*
# SINGLE UNIT BODY

BUILT WITH AN ADVANCED METHOD OF BODY CONSTRUCTION IN WHICH THE BODY AND FRAME ARE COMBINED INTO A SINGLE ALL-WELDED STRUCTURAL UNIT

PIONEERED AND BUILT EXCLUSIVELY BY

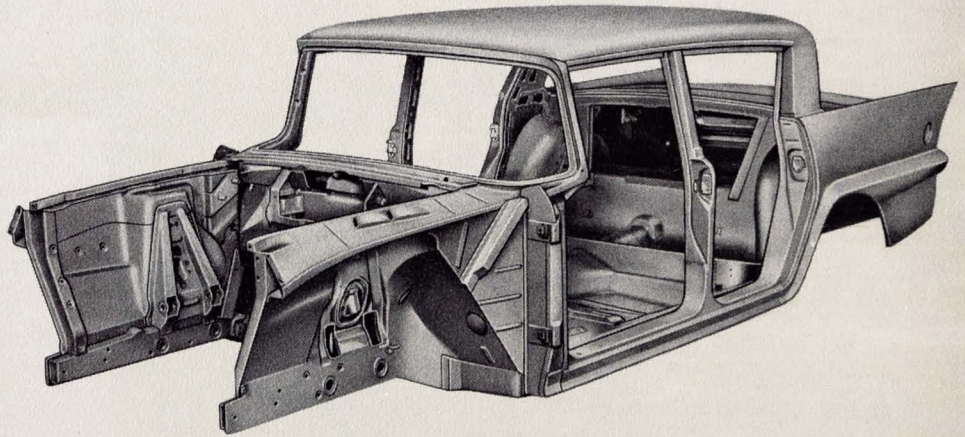
## AMERICAN MOTORS CORP.

DETROIT MICHIGAN

This plaque is affixed to every Rambler to serve as a constant reminder of the strength and safety built into the most advanced car of its time.



# AMERICAN MOTORS IS THE LEADER IN BUILDING SINGLE UNIT BODIES



Rambler-6 and
Rebel V-8 shown

# RAMBLER SINGLE UNIT CAR CONSTRUCTION

The revolution in transportation caused by the advent of the modern all-metal airplane and the modern streamlined high-speed train was made possible by the single unit concept of structural design. American Motors is the first manufacturer to successfully apply this concept to another form of transportation—the passenger car. In so doing, the conventional "horse-and-buggy" method of bolting a body to a separate heavy frame has been completely outmoded. Realizing this, other car-makers are endeavoring to develop unit construction — however, only one manufacturer has recently adopted unit construction on their three higher priced lines of cars.

The all-welded single unit structure shown on the opposite page represents over 18 years of engineering know-how and experience with this type of body construction. By taking advantage of the inherent greater torsional rigidity of single-unit construction, American Motors engineers have been able to design four-door hardtops that have established new standards of strength and safety for this type of body style. In addition to being the first car structure to be expressly designed for the new four-door hardtop body style, the new Rambler is the first car in which provisions for the wheel suspensions and air conditioning system have been completely integrated into the design of the basic structure.

# STRUCTURAL DETAILS . . .

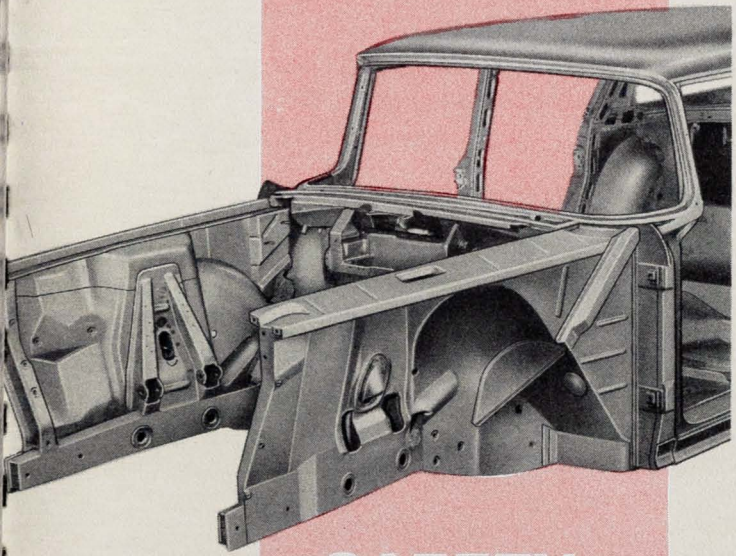
Structural refinements were made on the 1958 single-unit body, and resulted in positive improvements in car rigidity. Consumer benefits are again realized with cars that possess a firmer, quieter feel with resultant longer life. Also, riding qualities were improved.

STRUCTURAL DETAILS FOR ALL MODELS . . . 1. Rear pillar area strengthened with inner braces welded to parent structure . . . 2. Structural angular brace joins forward section of rear wheelhouse to underbody floor in a positive, welded manner on each side. Also accomplished on station wagons with structural member mounted horizontally . . . 3. Horizontal supporting structure joining the vertical windshield pillar has a double-box inner section for greater rigidity in support of wrap-around windshield post area . . . 4. Structural member welded between the front frame sill upper surface, body cowl (dash), and front wheelhouse inner surface integrates the three structural elements for combined total strength . . . 5. Lower portion of instrument panel is secured to body post area, increased rigidity by distributing loads over greater area . . . 6. Inside rear fender slightly behind wheel, a steel covering plate prevents possible rust action in upper fin-area due to trapped dirt, mud, water, snow, etc. Slight gain in fender-to-wheelhouse stiffness is accomplished.

DETAIL DESIGN DIFFERENCES FOR 9″ LONGER FORWARD STRUCTURE OF 117″ WHEELBASE AMBASSADOR . . . 1. Structural gusset plate located between lower surface of front frame sill and rear engine crossmember . . . 2. Structural section brace is welded to outer surface of rear portion of front wheelhouse for added stiffening . . . 3. Two steel tie-rods are bolted diagonally between upper cowl structure and upper wheelhouse for better load transfer.

# SINGLE UNIT CAR CONSTRUCTION*

## *the world's SAFEST!



SAFETY BARRIER

In ordinary separate body-and-frame construction, the separate frame is located entirely below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit. Ordinary cars offer little protection from the front—the direction of greatest potential danger. Unlike cars of ordinary construction, the Rambler has structural members forward of the firewall to act as a safety barrier. These all-welded structures are easily visible on each side of the engine compartment.

The forward structure on the 117″ wheelbase Ambassador is 9″ longer than the 108″ wheelbase models, and is therefore strengthened at the important stress points. (Shown at left.)

# THE "FINISHING" TOUCH

● 15 COLORS . . . All 1959 colors are of the new "super enamel" quality. The complete list of baked enamel colors (9 for Deluxe and Super, 15 for Custom) are listed as follows:

P1 Classic Black (Same as '58)
P72 Frost White (Same as '58)
P99 Frontenac Gray (Same as '58)
P12 Aladdin Gray (Metallic)
P8 Chatsworth Green
P9 Pine Ridge Green (Metallic)
P10 Placid Blue
P11 Nocturne Blue (Metallic)
P13 Oriental Red

Following six colors for Custom models only:

P4 Alamo Beige (Same as '58)
P14 Carmel Copper (Metallic)
P15 Aqua Mist
P16 Cotillion Mauve
P17 Hibiscus Rose
P5 Autumn Yellow (Same as '58)

● TWO-TONE COLOR COMBINATIONS . . . Two-tones are optional at extra cost on all models (8 for Deluxe and Super, 18 for Custom). In addition, Custom station wagons are also available with 15 wood-grain two-tones (new drift-wood gray Di Noc plus solid color) at extra cost.

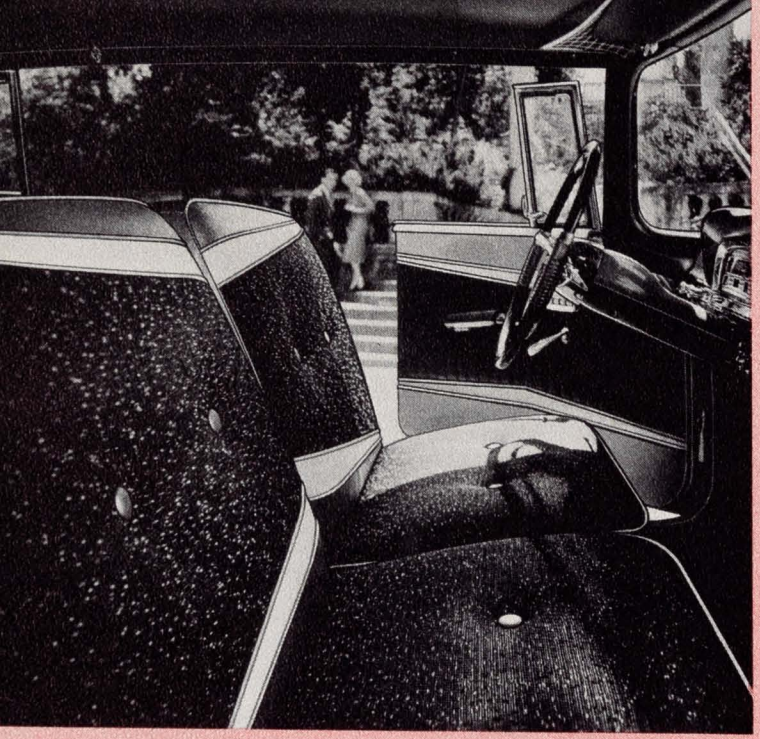
● FULL UNDERCOATING . . . For 1959, full car undercoating is a low-cost factory applied option. There is a big advantage in having undercoating applied before the car is subject to the elements. Undercoating protects the under-body against rust or corrosion, helps insulate against dust, fumes, cold, heat and road noise.

● SUPER ENAMEL . . . The new harder surface finish retains a high luster, and resists dulling, chalking and marring.


# *Built To Last Longer . . . Not Look Longer*

To preserve the beauty of baked enamel and to retard rusting and corrosion underneath, all sheet metal parts are treated with a "deep-dip" paint primer bath process. The basic body structure is completely immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas up to the window belt-line. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. AMC was the first U.S. car manufacturer to adopt this process on 1958 models.

All colors are "Super" quality baked enamel, carefully applied with modern techniques. Super enamels retain a high luster with resistance to marring and weather affects. Unlike lacquer, which requires sanding and buffing to obtain gloss, baked enamels have a clear and glossy finish upon application.



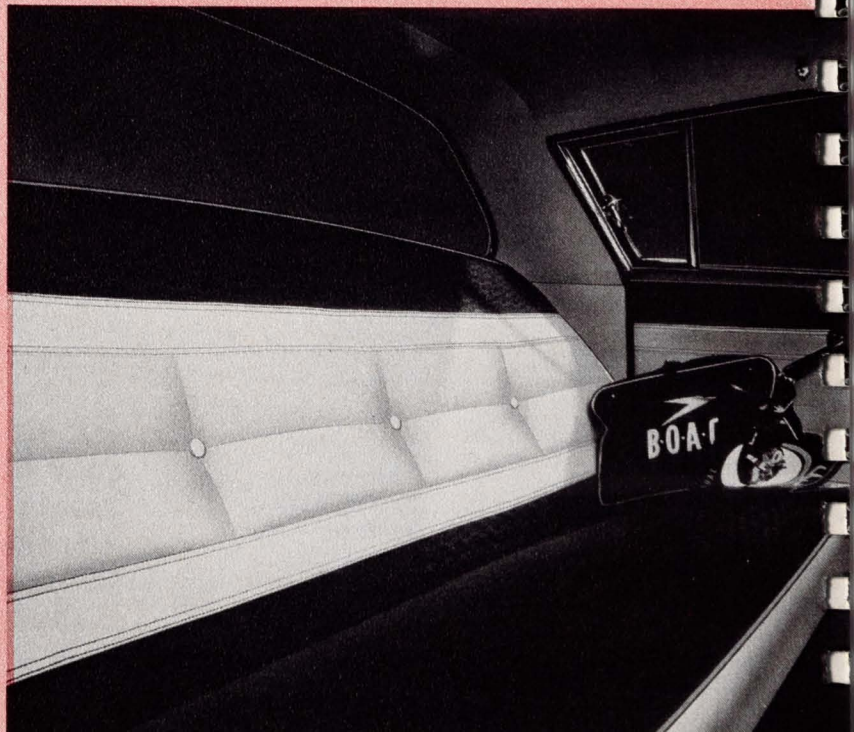
New interiors perfectly complement the striking new exterior styling. Outstanding utilization of space gives full roominess unsurpassed in the competitive car field.



## ◀ AMBASSADOR V-8

## AMERICA'S SMARTEST INTERIORS

## RAMBLER-6 & REBEL V-8 ▼

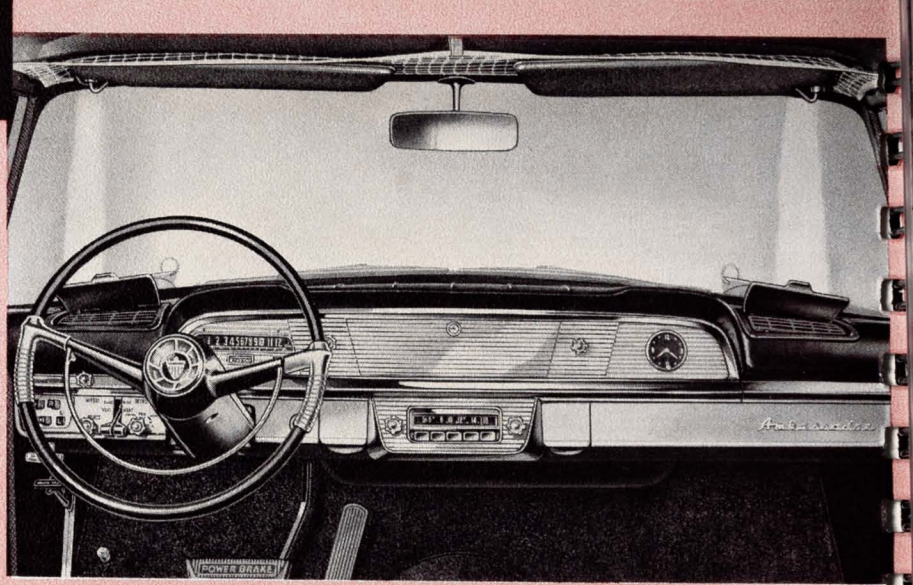


TRIM AND APPOINTMENTS . . . The new upholstery and trim combinations include vinyls with harmonizing miracle fabrics, or all-vinyl with the use of new porous vinyl for added ventilation. Exterior colors are carried into the entire interior, and living room comfort is further accentuated by improved quality floor covering. Door trim panels feature striking new design patterns in durable vinyl that effectively combine eye appeal with durability. Window regulators, door handles, and arm rests are distinctive in design and are located for convenience. Models with the new vinyl-coated headlining are attractive and easy to clean.

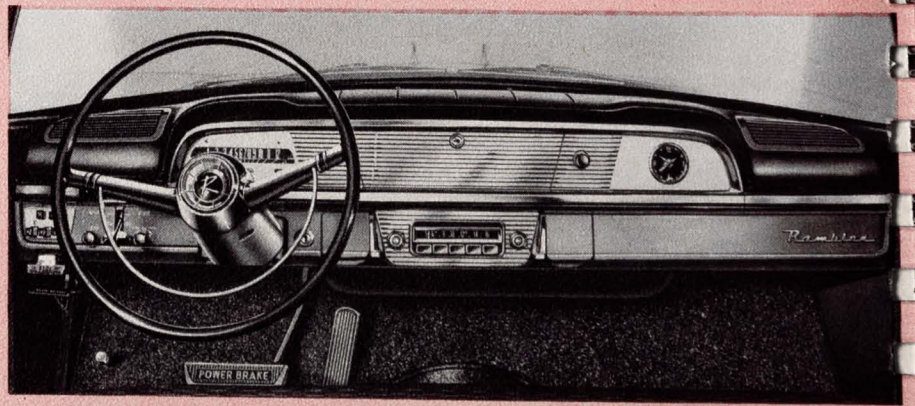
INTERIOR ROOM . . . All 1959 Rambler cars possess the same remarkable interior roominess without sacrificing the traditional Rambler concept of compact exterior size. Head, leg and shoulder-room are remarkably generous. Front and rear seat cushion heights are designed to afford excellent chair-height proportions for comfort not found on most other cars which have thin cushions located close to the floor. All dimensions are well proportioned for human comfort, and the added spaciousness is a triumph of ingenious engineering. Complete exterior and interior dimensions for all Rambler models may be found in the "Specifications Section."

# FUNCTIONAL BEAUTY

AMBASSADOR V-8
INSTRUMENT PANEL ▶




RAMBLER-6 &
RAMBLER REBEL V-8
INSTRUMENT PANEL ▶



The instrument panel harmonizes with the striking new interiors and provides exceptional comfort, convenience, and safety for the driver and passengers.

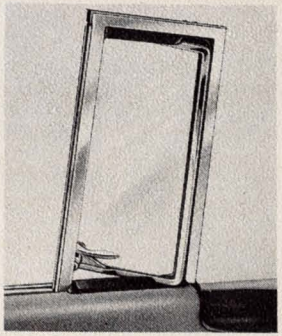
• INSTRUMENTS . . . Instruments are well centered in front of the driver. The speedometer dial, and warning lights for battery charge and oil pressure are extremely legible. New push-button transmission controls are well lighted. Intensity of instrument lights is controlled with main light switch.

• CONTROLS AND SWITCHES . . . All controls and switches are located for maximum convenience and safety. All are well marked and simple to operate.

• STEERING WHEEL . . . The 17″ diameter steering wheel with recessed hub features a half horn-ring for greater instrument visibility. A hand-grip design is used on Ambassador models.

• GLOVE BOX, ASH TRAYS AND CIGARETTE LIGHTER . . . The glove box is centrally located. Twin ash-trays in front are provided as a feature for all models. Two rear door ash-trays are standard except on Deluxe. As a unique feature, two cigarette lighters are standard on Custom Ambassadors. On other models, a single lighter is provided (except Deluxe-6).

# INTERIORS . . . with attention to detail . . .



VENT WINDOWS . . . The wide front vent window, with push-pull locking catch mechanism, provides no-draft ventilation. A rear door vent window is provided on most models (see equipment chart).

FRONT SEAT CRASH PAD . . . As a unique styling and rear passenger safety feature for Custom Ambassadors, the rear of the front seat-backs are designed with extended crash-padding around the edges, highlighted by a recessed insert.

NEW PEDAL POSITION . . . The repositioned accelerator pedal provides a more comfortable control.

NEW SUN VISORS . . . Standard sun visors are 1¼" deeper for greater sun-glare protection.

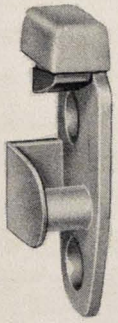
PADDED INSTRUMENT PANEL AND SUN VISORS . . . As a safety feature, these items are offered as a combination option (std. on Ambassador Custom). The padded panel, which covers the full-width of dash, has five new raised beads.

DOME LIGHT . . . The dome light presents a modern appearance and is centrally located to provide excellent interior illumination. A manual switch is built-in the dome light frame. On most models, automatic door switches are also used. (See equipment chart.)

HANDI-PAK CARRIER . . . This is an exclusive standard feature for Ambassador Custom models only. Maps, notes, cigarettes and small packages are always within easy reach in the netting above the sun visors.

DOOR HANDLES AND LATCHES . . . The door latch striker plate incorporates a safety cap which provides more secure door locking in case of accident. The spring loaded "cam-type" latch is designed to give positive operation and incorporates a safety feature which prevents doors from accidentally opening if insecurely closed.

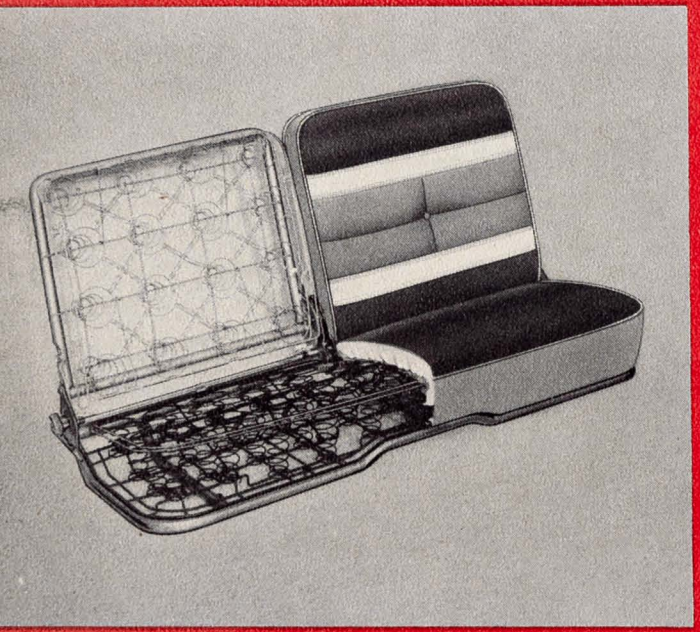
"Squeeze-type" outside door handles permit lock releasing by a light and natural finger grip with either hand. The handle is nearly flush mounted to eliminate the potential hazard in hook-type handles, and protects the lock from snow and ice. Front doors are locked from inside by pushing door handle down, while rear doors use a lock button.



CLOCK . . . An electrically-wound self-regulating clock with a sweep second hand is standard on all Custom models and extra cost on all other models. Self-regulating feature eliminates a separate speed adjustment. If the clock is running fast or slow, hands are reset to correct time, and self-regulation will automatically change clock speed in proportion to the time change required.

The timepiece is an electrically-wound clock—not an electric clock. It has a high quality jeweled pin lever movement, the mainspring of which is wound electrically by a small motor. This feature is less sensitive to voltage fluctuations than a regular electric clock, resulting in greater accuracy. The clock eliminates ticking noise transfer into the radio, and is well illuminated for night driving.

# COIL SPRING SEATING*



*for BUILT-IN COMFORT

The new seats are of full coil spring construction —as on expensive furniture and inner spring mattresses. Many other automobiles, some costing thousands more, use less expensive flat springs found in cheaper furniture. The front and rear seats have a total of 143 coil springs. The front and rear seat-cushion, and rear-seat back spring assemblies are coated by the "Acoustacoil" process with rubber which soundproofs, stabilizes, and prevents rusting.

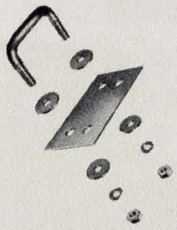
Front seats are supported by a rigid tubular frame for strength. Front seat is adjustable fore and aft 6" on curved-tracks to suit even the tallest passengers. The adjusting handle is easy to use. The seat angle and height provides the correct driving position for comfort on long trips. For added comfort, moulded foam cushions are standard or extra on various models. (See page 72).

# SEAT BELTS . . . FOR ADDED SAFETY

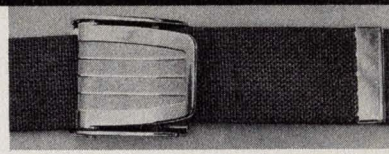
To supplement the built-in safety of the Double Safe Single Unit body construction, extra-strong seat belts are available as a dealer installed accessory. The front and rear seat belts have been specifically developed for the Rambler, and have been thoroughly designed and tested.

The seat belts are made of long-wearing exceptionally strong nylon content webbing tested to withstand high-loading in accordance with C.A.A. and S.A.E. standards. In addition, the belts are strongly secured to structural members of the underbody. The belts are equipped with simple-to-operate, attractive chrome-plated buckles that stay securely fastened.

NEW WINDSHIELD WIPERS . . . A new windshield wiper design provides improved operation utilizing Trico components for the vacuum motor, links, arms, blades, and control switch. Wiper speed is increased by about 50% and total swept area is increased by about 10%, both accomplished with quieter operation. The vacuum booster fuel pump is standard.

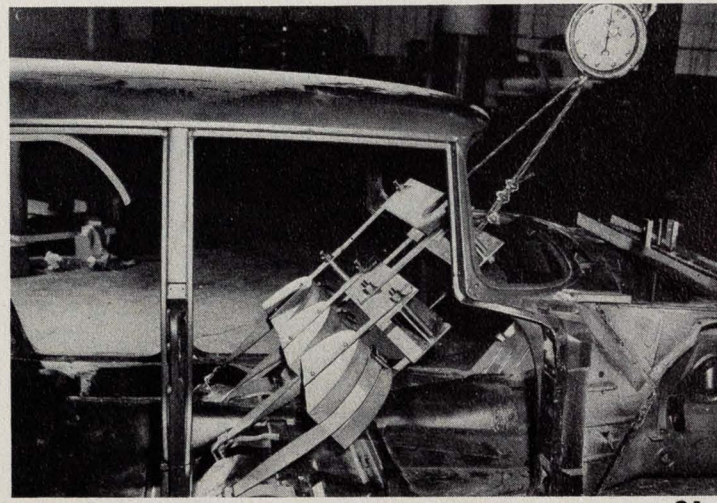


Steel U-Bolt and Anchoring Floor Plate



Steel & Die Cast Zinc Belt Buckle


Fade-Resistant Nylon-Rayon Webbing

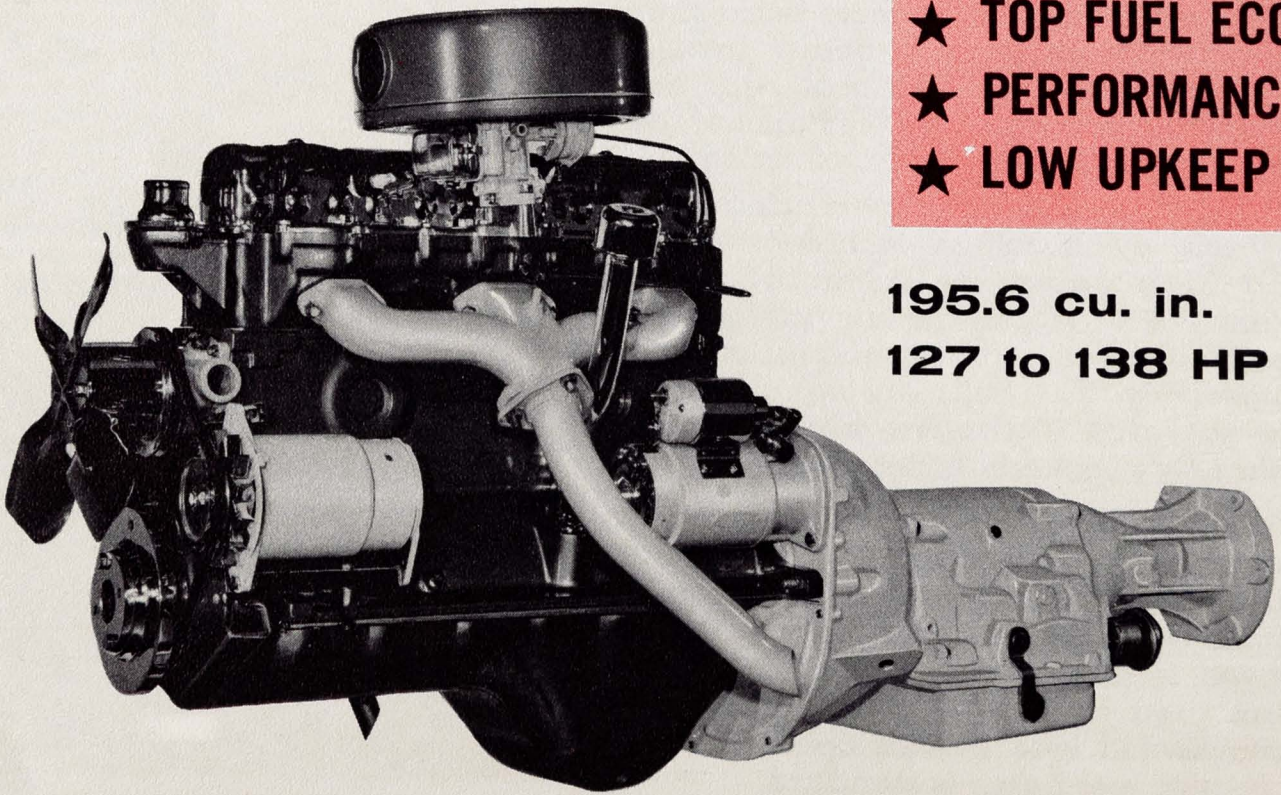


Photograph of Actual Test

# ECONOMY-6....

★ TOP FUEL ECONOMY
★ PERFORMANCE
★ LOW UPKEEP COST

195.6 cu. in.
127 to 138 HP



# *all-new* **CARBURETION** *for '59*

The Economy-6 engine, with new carburetion for improved economy, is America's most advanced and highly developed six-cylinder engine. American Motors is one of the industry's oldest manufacturers of overhead valve engines (since 1916). The 1959 version represents the result of 11 years' research which has linked high power and performance with dependability and economy that are the basic virtues of six-cylinder engines. Combined with Rambler's light weight, the Economy-6 provides acceleration and power response in all driving ranges with regular grade gasoline.

To improve engine operating characteristics with automatic transmission, the front servo is revised for improved service life and smooth shifting. New, more resilient rear engine mounts improve idle speed smoothness, and a new stabilizing rod absorbs thrust forces. Relocated front engine mounts contribute to engine smoothness.

## SPECIFICATIONS

| | |
|---|---|
| Bore and Stroke | 3 1/8" x 4 1/4" |
| Displacement | 195.6 cu. in. |
| Compression Ratio | 8.7:1 |
| Brake Horsepower | 127 @ 4200 RPM |
| Torque, lb. ft. | 180 @ 1600 RPM |
| H.P. per Cu. In. | .650 |
| Twin-Throat Carburetor Option: | |
| Brake Horsepower | 138 @ 4500 RPM |
| Torque, lb. ft. | 185 @ 1800 RPM |
| H.P. per Cu. In. | .706 |
| Fuel Required | Regular |

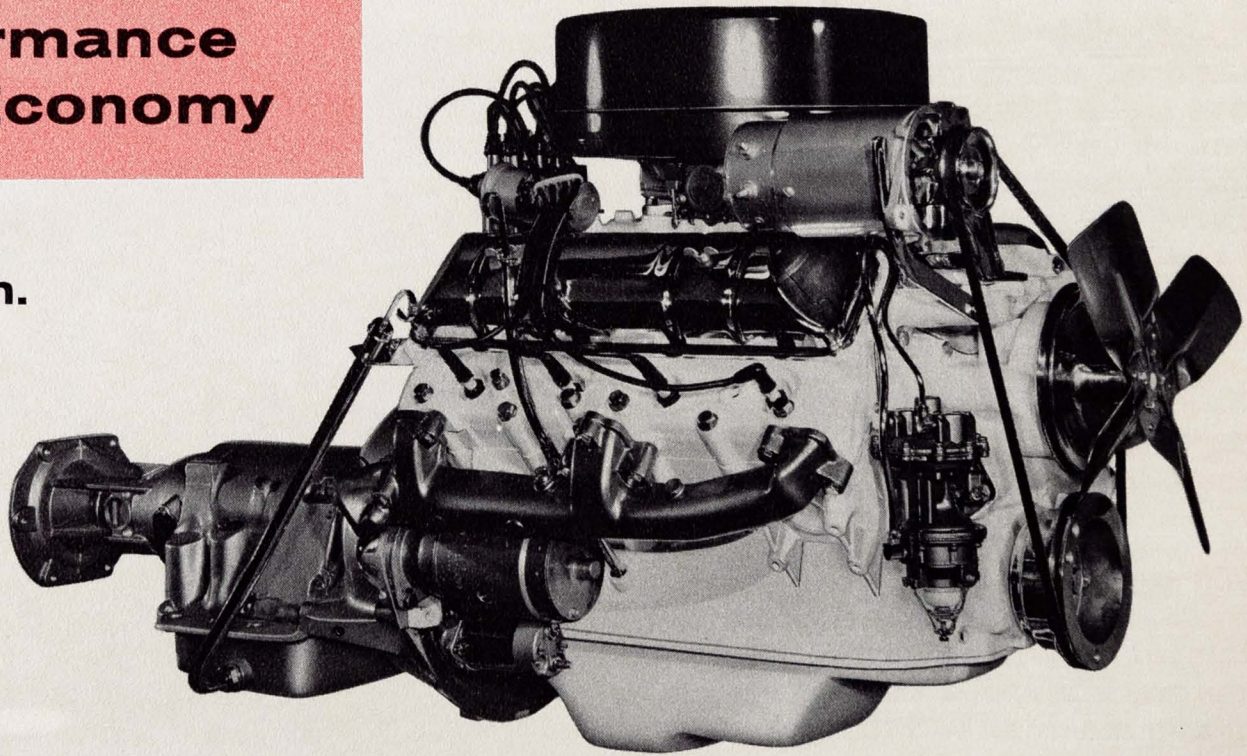
## FEATURES

New "Visi-Flo" Holley Carburetor. Wedge-Type Combustion Chamber. Compression Ratio of 8.7:1. Wedge-Top Three-Ring Piston. Front Mounted Water Pump. Rigid Engine Block. Iso-Thermal Intake Manifold. Optional Twin-Throat Carter Carburetor. Throw-Away Type Partial-Flow Optional Oil Filter.

# RAMBLER REBEL AMC V-8 . . . .

## Performance with Economy

**250 cu. in.**
**215 HP**



# *with* **REFINEMENTS** *for '59*

The Rebel V-8 engine, designed and built by American Motors, offers high horsepower and torque that result in outstanding performance characteristics for the Rambler Rebel V-8 series. This powerplant is moderately sized to produce more useable power needed to meet any driving situation without undue effort or strain. Peak performance with inherent smoothness of operation is possible, while retaining excellent operating economy and engine life. Engine stamina based on soundness of design has been tested in a most complete manner on American Motors Proving Grounds and Research testing facilities for long distance, high speed endurance.

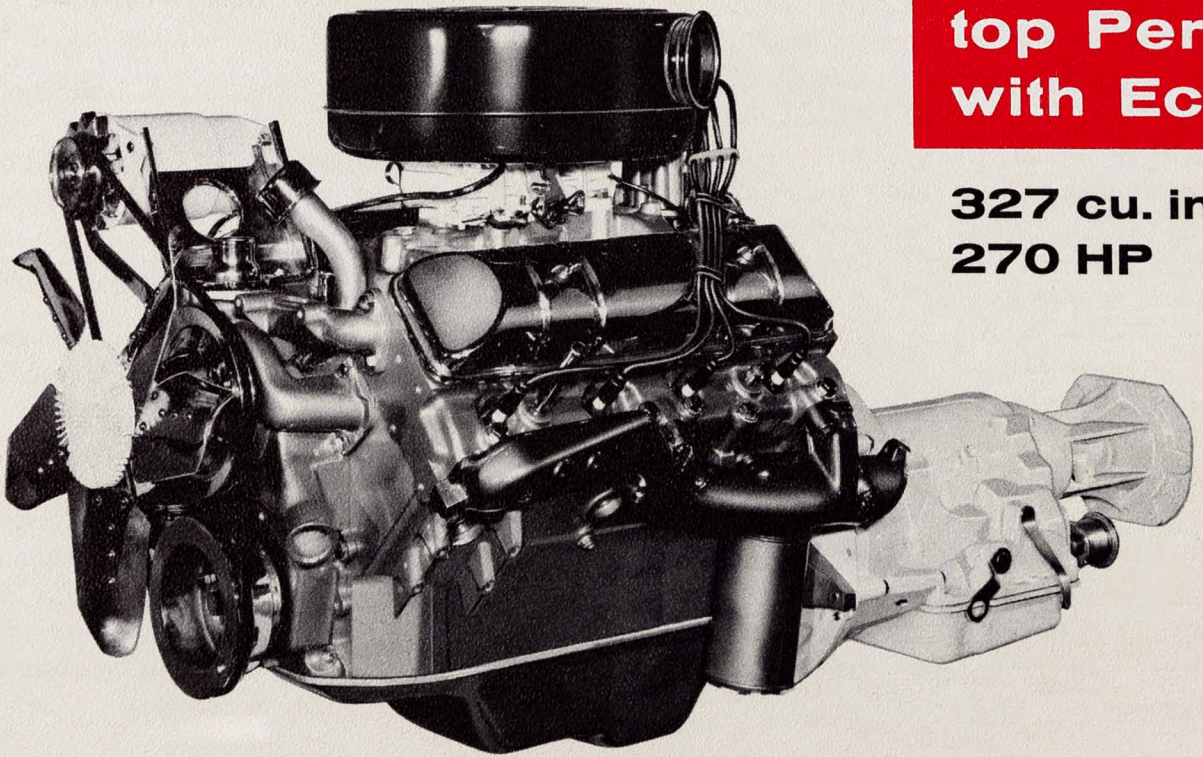
This 250 cu. in. design is based on the higher output 327 cu. in. Ambassador V-8 engine which has ½" larger piston diameter (for greater displacement), higher compression ratio heads, and hydraulic tappets.

## SPECIFICATIONS

| | |
|---|---|
| Bore and Stroke | 3½" x 3¼" |
| Displacement | 250 cu. in. |
| Compression Ratio | 8.7:1 |
| Brake Horsepower | 215 @ 4900 RPM |
| Torque, lb. ft. | 260 @ 2500 RPM |
| H.P. per Cu. In. | .86 |
| Fuel Required | Regular |

**FEATURES . . .** Improved 4-barrel Holley carburetor. Free-breathing intake manifold. New rotating valves. New larger diameter valve stems. New one-piece exhaust valves. New valve stem oil deflectors. Low-friction design. Five main-bearings. Solid tappets. 8.7:1 compression ratio. Dual exhausts optional. Full-Depth engine block. Full length water jackets. Throw-away type full-flow optional oil filter. Heavy-duty cellulose-fiber standard air cleaner.

# AMBASSADOR AMC V-8 . . . .



## top Performance with Economy

**327 cu. in.**
**270 HP**

# *the top-of-the-line engine,* **REFINED** *for '59*

The new 117″ wheelbase Ambassador models feature the generously sized and improved 327 cu. in. AMC V-8 engine. The length and weight of the new Ambassador car is matched perfectly to the engine's full power output, offering a full measure in car responsiveness which will match or exceed competitive products on all important aspects of driving comparison.

The horsepower of 270 offers top performance and fuel economy at all speeds, mainly in the important normal driving range. More torque (360) or rotative energy is delivered to the rear wheels between zero and 60 MPH. This produces acceleration or get-away that delights the driver with greater ability to pass quickly and safely in tight traffic spots.

Inherent rugged construction with sound engineering design results in smooth, quiet operation —a real virtue for high-output engines.

## SPECIFICATIONS

| | |
|---|---|
| Bore and Stroke | 4″ x 3¼″ |
| Displacement | 327 cu. in. |
| Compression Ratio | 9.7:1 |
| Brake Horsepower | 270 @ 4700 RPM |
| Torque, lb. ft. | 360 @ 2600 RPM |
| H.P. per Cu. In. | .826 |
| Fuel Required | Premium |

**FEATURES . . .** Improved 4-barrel Holley carburetor. Free-breathing intake manifold. New rotating valves. New larger diameter valve stems. New one-piece exhaust valves. New valve stem oil deflectors. Low-friction design. Five main bearings. Hydraulic tappets. 9.7:1 compression ratio. Dual exhausts optional. Full-depth engine block. Full length water jackets. Throw-away type full-flow standard oil filter. Heavy-duty cellulose-fiber standard air cleaner.

# 6 & V-8 A.M.C. POWERPLANTS

*OPTIONAL STANDARD

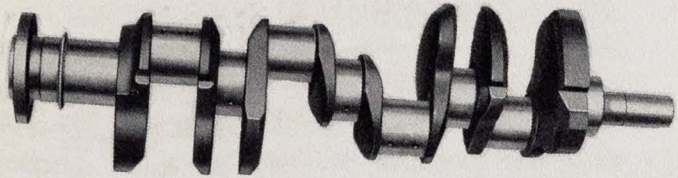


*Twin Throat Carburetor

*on the inside with*

## ADVANCED DESIGN FEATURES

**CRANKSHAFT AND BEARINGS** . . . The rugged drop-forged steel crankshaft has four main bearings for the Six, and five on V-8 models. The journals are accurately machined to extremely close tolerances. To provide long life, steel-backed micro-babbitt bearings are used.



*V-8 crankshaft is 100% mass balanced in the engine with flywheel, connecting rods, pistons, pins, rings, and pulley attached. This balancing method prevents a tolerance stack-up for smooth operation at all speeds.*

**CAMSHAFT** . . . The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

**CONNECTING RODS** . . . The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

**PISTONS** . . . The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit.

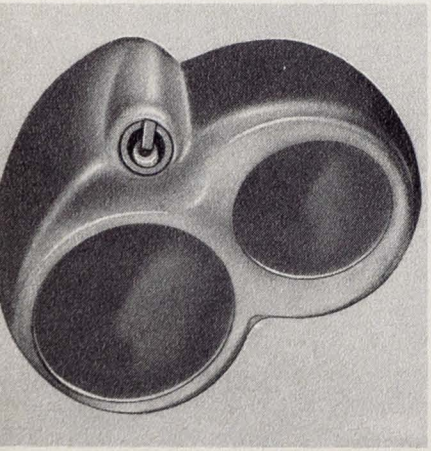
The pistons are fitted with three rings. Two specially finished cast iron compression rings are used plus a 3-piece spring steel lower oil control ring.

**VALVE AND HEAD** . . . The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages for cooling. See pages 35 and 37 for new V-8 valves.

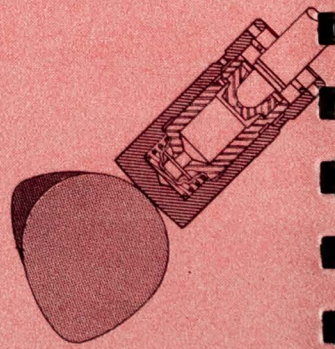
**EXHAUST MANIFOLD** . . . The sweep-type cast iron manifold is designed for maximum efficiency through low restriction of the flow of exhaust gases. Dual-Exhausts are optional on V-8 models.

**NEW EXHAUST SYSTEM PROTECTION** . . . Tail-pipes are fabricated from welded-seam steel tubing (.049" thick) processed with new aluminized coating, and installed with the welded seam at the top, thus preventing seam rust at the bottom. Muffler internal components are aluminized, while the outer shell is zinc coated.

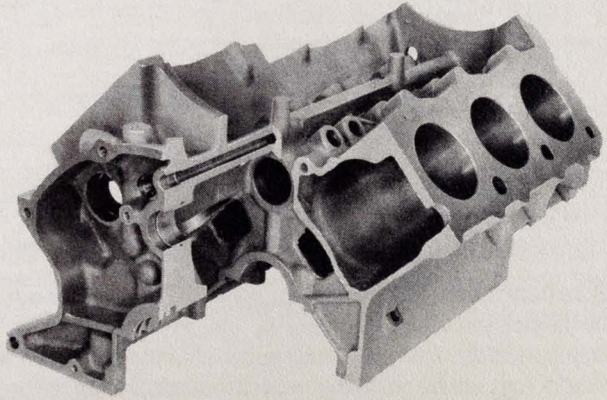
COMBUSTION CHAMBER . . . The design can best be described as a kidney-shaped, wedge type, cast chamber. Being cast, it requires a minimum of machining, and consequently volume and shape can be located for top efficiency. The kidney-shape gives a swirling action to the intake gas for better turbulence, and spark voltage requirements are quite low. There is no shrouding of the valves and therefore, a high volumetric efficiency is obtainable. Combustion characteristics are such that chamber shape controls the rate of pressure rise to minimize engine harshness. Spark plugs are cooled by large water chambers. These plugs are located in such a manner as to minimize the "drowning effects" of unvaporized fuel during cold starts.



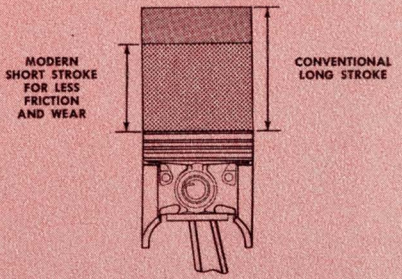
AMBASSADOR V-8 HYDRAULIC TAPPETS . . . Hydraulic tappets insure quiet operation by automatically compensating for "play" in the valve linkage. Hydraulic tappets permit valves to seat properly, thus maintaining full compression for top efficiency. These tappets are practical from a service standpoint since valve clearance adjustments are not required. Camshaft lobes are ground with a slight taper, and the tappet face has a spherical radius to provide tappet rotation to eliminate spot wear. On 6-cylinder and Rebel V-8, solid tappets are used.



V-8 CYLINDER BLOCK . . . Engine harshness and durability depends on the rigidity and design of the block. Compactness and low engine weight is achieved in the special cast iron alloy block. Internal oil and coolant passages are designed and located for top efficiency. The crankcase flange is $2\frac{3}{4}$ in. below the crankshaft center to provide inherent stiffness and a firm oil pan sealing flange. The flywheel housing mounting surface provides a wide and deep base for drive train mounting. The 30 cylinder head bolts carry gas pressure loads evenly into the water jacket walls rather than into the cylinder bores to reduce distortion and consequent abnormal wear of bores, pistons, and rings.

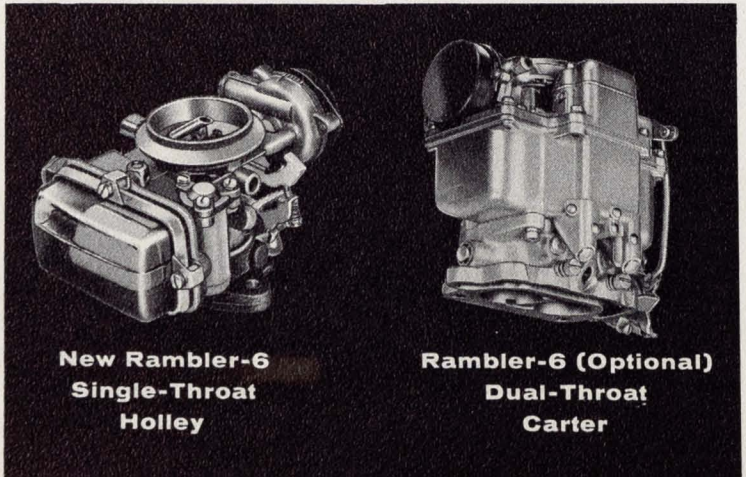


LOW-FRICTION V-8 DESIGN . . . The large bore, short stroke design reduces piston speeds. Since the piston travels a shorter distance, this means less friction-energy loss, more available power, and longer engine life. The larger bore permits generous valve head diameters and ports, offering free-breathing design.



# RAMBLER-6 . . . *new economy carburetion*

A new single-throat "Visi-Flo" Holley carburetor provides a leaner fuel-air mixture with less "surge" and better atomization to yield about 1½ MPG economy gains with regular grade gasoline. The unique glass bowl permits a visual check on float action, fuel flow, sediment deposits, and allows wet or dry float adjustments. Other virtues include better hot starts, greater stability, and quicker response.



New Rambler-6 Single-Throat Holley

Rambler-6 (Optional) Dual-Throat Carter

A twin-throat Carter carburetor is optional for added power above 50 MPH. All carburetors have an automatic choke.

The Iso-Thermal sealed-in intake manifold, with separate intake ports, improves distribution and controls fuel-air mixture temperature.

| Mobilgas Economy Run Records: | M.P.G. |
|---|---|
| 1951 Rambler-6, Overdrive | 31.0530 |
| 1953 Rambler-6, Overdrive | 25.3748 |
| 1955 Rambler-6, Automatic | 27.4733 |
| 1956 Rambler-6, Automatic | 24.3545 |
| 1957 Rambler Rebel V-8, Automatic | 21.6214 |
| **NASCAR Economy Run Records:** | |
| 1956 Rambler-6, Overdrive (Los Angeles to New York) | 32.0945 |
| 1957 Rambler-6, Overdrive (Winnipeg to Monterrey) | 33.9302 |

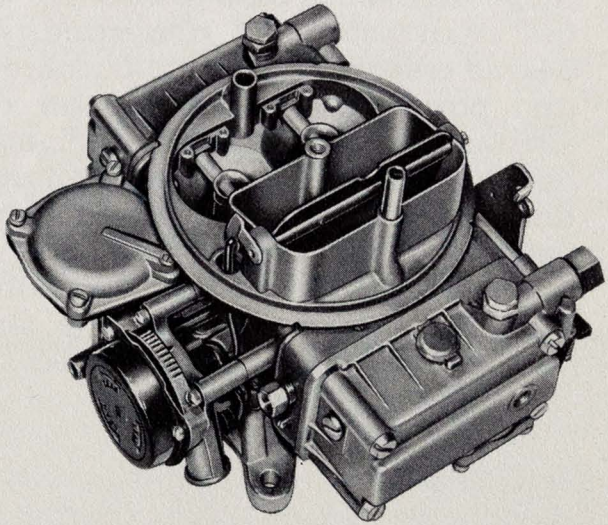
It is inaccurate to compare results due to variations in road conditions, route, driver technique, weather, wind, car weight and tune-up or condition of each car, which differ mechanically year by year.

# 4-BARREL V-8 *carburetor*

like having two engines in one . . .

The 1959 down-draft four-barrel Holley carburetor, in essence, consists of two dual-barrel carburetors contained in one unit. It has two sections: the primary side and the secondary side. It is important to note in the operation of the four-barrel carburetor that the secondary side acts as a supplementary component and is brought into operation by engine intake manifold vacuum instead of a velocity-valve control. This provides less restriction to air-flow for better "breathing" ability. This secondary side, which then functions with the primary side, serves the high output requirements of the engine.

Carburetion is more "stable" during fast stops, starts and turns to eliminate engine hesitation. An inherent quality for efficient operation under hot temperature fuel conditions results in improved hot-weather starts with vapor-lock problems minimized throughout the driving range. To insure adequate fuel capacity, two fuel bowls are used instead of one. Automatic choke is standard.



4-Barrel Holley Carburetor is improved for 1959 V-8 models.

# . . . component details

CARBURETOR AIR CLEANER . . . In addition to filtering air, the cleaner acts as a flame arrester in case of backfire through the carburetor. An acoustically engineered design "tunes-out" carburetor hiss and power roar without power robbing effects. A new easy-to-clean cellulose-fiber air cleaner is standard on the Rambler-6, and the oil bath type is an extra cost option (standard with twin-throat carburetor option). V-8 models also feature the cellulose-fiber air cleaner as standard equipment.

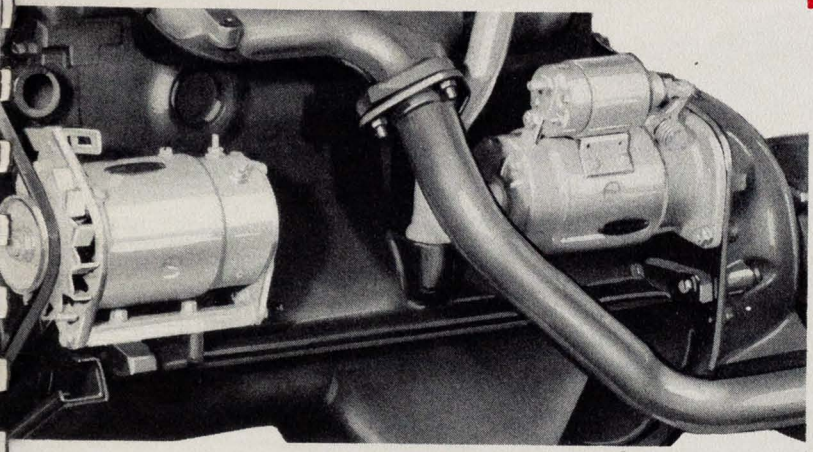
FUEL PUMP . . . A diaphragm type fuel pump operates on an eccentric mechanism from the camshaft. The mechanical fuel pump features a vacuum booster as standard for positive windshield wiper action, while accomplishing the primary function of fuel delivery.

NEW FUEL TANK VENT . . . To facilitate refueling, a new vent tube has been added. If the tank is filled too rapidly, the vent reduces fuel spillage by eliminating trapped-air in the tank.

FUEL TANK FILLER TUBE . . . A full moulded rubber hose with an integral upper flange connects directly to the left rear fender filler neck area. The rubber hose extends down to the metal tube extension on the 20-gallon tank, and is connected to it by means of a clamp.

FUEL FILTER . . . As an important part of the fuel system, the fuel filter (standard) removes minute particles of foreign matter from the fuel pump supply, and effectively prevents dirt from reaching the carburetor and causing malfunctions. V-8 models employ a "magnatrap" ceramic filter as part of the fuel pump. Six cylinder models use a porous metal glass bowl filter mounted on the fuel pump body.

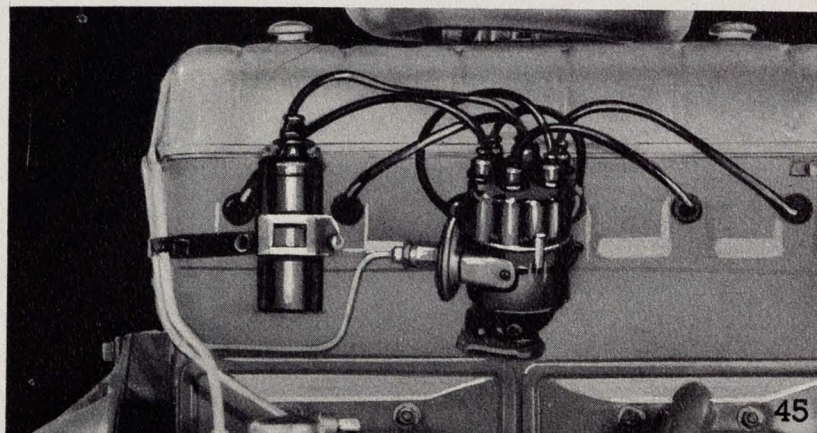
# 12-*Volt Power*



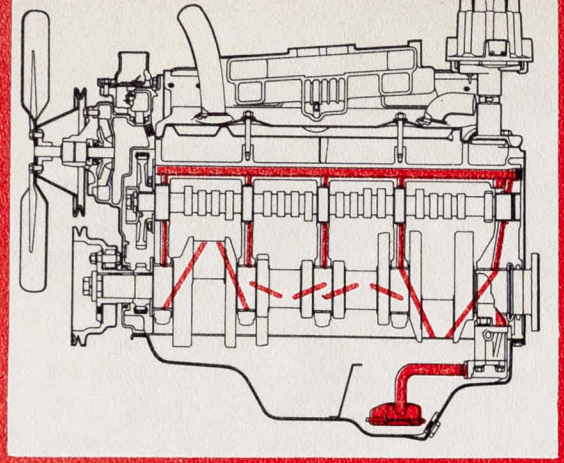
The powerful 12-volt electrical system insures better ignition performance, higher generator output, higher engine cranking speeds for faster cold weather starts, and increased power for all electrical equipment. The battery is located in the front of the engine compartment for service accessibility and cooling. Dual horns are standard except for Deluxe series on which the second horn is dealer installed option.

## ELECTRICAL SYSTEM

Electrical components, such as generator, starter, coil, distributor and voltage regulator, are engineered as a team for trouble-free performance. The ignition system is fully waterproof, and is protected from overloading and shorts with fuses and circuit breakers. Ambassadors and air conditioned Six and Rebel V-8's employ heavy-duty batteries and generators. The new snorkel-type starter, with enclosed solenoid linkage, provides improved starting and weather protection.



# CONTROLLED LUBRICATION

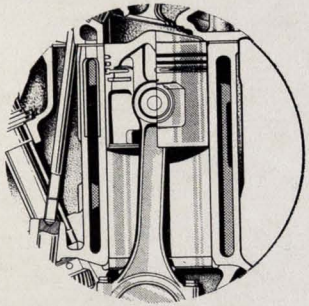


• OIL FILTER . . . For heavy-duty protection, special oil filters are offered. On 6-cylinder models, a partial-flow externally connected filter is an extra cost option. On Rebel V-8 models, a full-flow filter mounted directly on the left rear lower side of the block is an extra cost option. On Ambassador V-8 models, the full-flow filter is standard. Both 6 and V-8 model filters are of the new throw-away unit type.

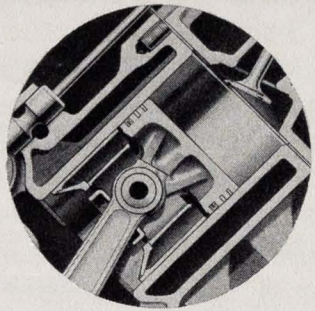
• ENGINE LUBRICATION . . . All AMC engines employ full pressure lubrication to protect all moving parts as well as an aid to cooling. Lubricant is picked-up by a fixed screen inlet and drawn into the gear-type oil pump which forces oil at a pressure of approximately 50 P.S.I. to the main bearings, connecting rod bearings, and camshaft bearings. The valve operating mechanism is also full pressure lubricated. Cylinder walls, pistons, piston pins, and timing chain are pressure-sprayed even at low or idling speeds. All other rotating parts are lubricated by oil spray thrown off the revolving crankshaft or connecting rod.

• FLASH-O-MATIC OIL COOLER . . . On automatic drive V-8 models, transmission oil is routed to a cooling unit located in the lower radiator tank to control oil temperature.

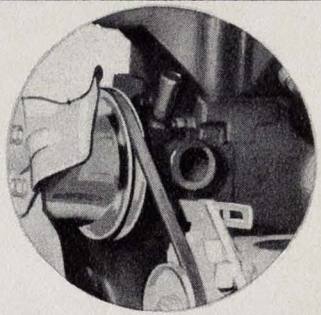
# CONTROLLED ENGINE COOLING



RAMBLER SIX FULL-LENGTH WATER JACKETS



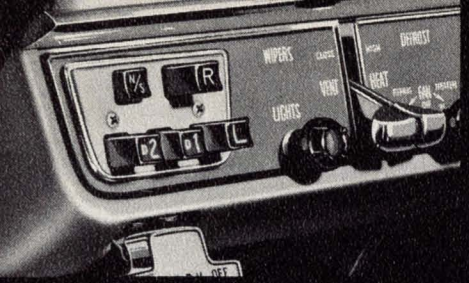
RAMBLER V-8 FULL-LENGTH WATER JACKETS



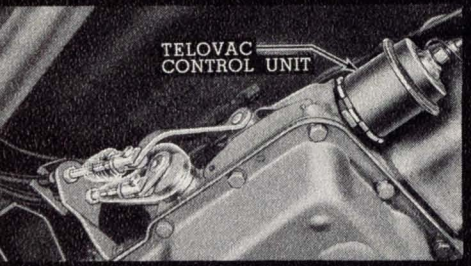
RAMBLER SIX FRONT-MOUNTED WATER PUMP

• FULL-LENGTH WATER JACKETS . . . Full-length water jacketing means that water jackets in the cylinder block extend the full length of the cylinder bores. This more effectively controls oil temperatures as the oil comes in contact with the cylinder walls and cooled oil provides more effective lubrication. There is also more uniform expansion throughout the length of the cylinder and less subjection of pistons and rings to extreme heat.

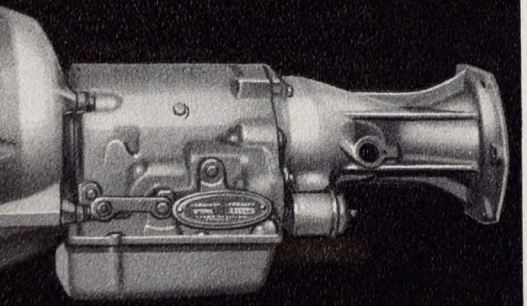
• TEMPERATURE CONTROL . . . Both Six and V-8's feature a high capacity front-mounted centrifugal water pump with a moulded plastic impeller, and a double-row sealed ball-bearing shaft. The use of a 13 pound (PSI) radiator pressure cap, with spring loaded vent valve, tolerates higher temperatures under adverse conditions. A 180° thermostat is standard for improved heating and fuel economy.




IMPROVED PUSH-BUTTON CONTROLS




POSITIVE ACTION CABLE LINKAGE





# PUSH-BUTTON FLASH-O-MATIC

All 6 and V-8's are available with optional Flash-O-Matic. This 3-speed automatic transmission is a torque converter with gears. New push-button "neutral-start" control is provided with the five newly colored buttons in the console, while a separate PARK lever is located below. Controls function as follows:

NS (Amber) Neutral and Start. Push in fully to start. Vacuum lock-out prevents start if engine is running.

R (Red) . . Reverse (gears will not engage above 10 MPH).

D2 (Green) . 2nd Gear Start Drive Range (2nd and 3rd gear).

D1 (Green) . Complete Drive Range (1st, 2nd and 3rd gear).

L (Green) . Low Drive Range (1st gear).

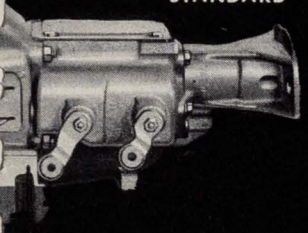
PARK . . Park, transmission lock. N must be engaged before P. With P engaged, drive buttons are locked.

Control panel to transmission linkage is *entirely mechanical,* not electrical, with two heavy-duty cables. One cable is for PARK, the other for push-buttons. Built-in protection against careless operation is an important feature. The five push-buttons are illuminated for night operation.

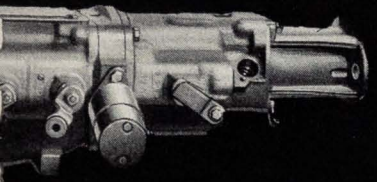
Improved for 1959, automatic shifting is governed by Telovac vacuum control which accurately senses engine and speed requirements. Service problems are minimized.

# MANUAL GEAR SHIFT TRANSMISSIONS

STANDARD



OVERDRIVE



ILLUSTRATED ARE THE 6-CYLINDER MODEL TRANSMISSIONS.

*for top*
**6 OR V-8**
*fuel economy*

- SYNCROMESH TRANSMISSION . . . The conventional three-speed selective gear Syncromesh transmission is offered as standard equipment. Known for its durability and quietness, the Syncromesh transmission is easy to operate under all conditions of terrain and climate. Synchronized gearing prevents clashing and provides easy, quiet shifting. The mechanical shifting linkage is redesigned for '59 which provides smoother operation to select the desired gear.

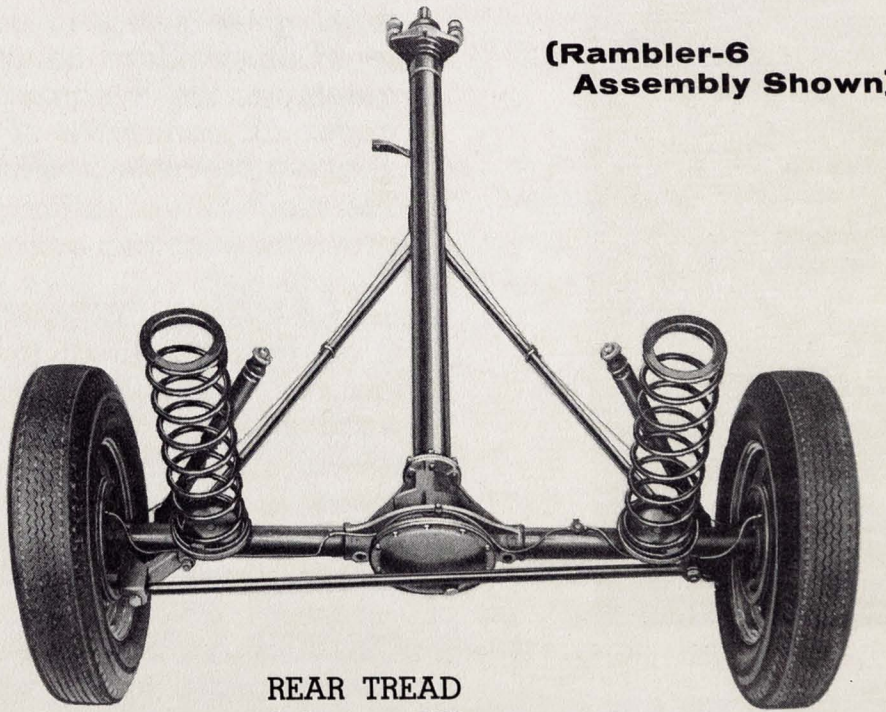
- GAS-SAVING OVERDRIVE . . . The optional Overdrive is an attachment at the rear of the conventional Syncromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optional "cruising" speed. The function of the overdrive is to reduce engine speed in relation to car speed. By providing this extra fourth gear ratio, the work of the engine is reduced by 30 percent—assuring gasoline and oil economy.

- CLUTCH . . . The dry-disc, single plate clutch provides soft, positive pedal action with smooth chatterfree engagement. Clutch sizes listed on page 84. Heavier-duty clutches are available on special order.

# REAR COIL SPRINGS . . . TORQUE TUBE DRIVE . . .

The superb Rambler ride brings new standards of comfort to the automotive field. Expensive torque tube construction and rear coil springs have been combined to give a luxury car ride.

NEW AXLE RATIOS
Fuel economy ratios are now standard. Optional ratios are available at no extra cost. Axle ratios are listed on page 84.



(Rambler-6 Assembly Shown)

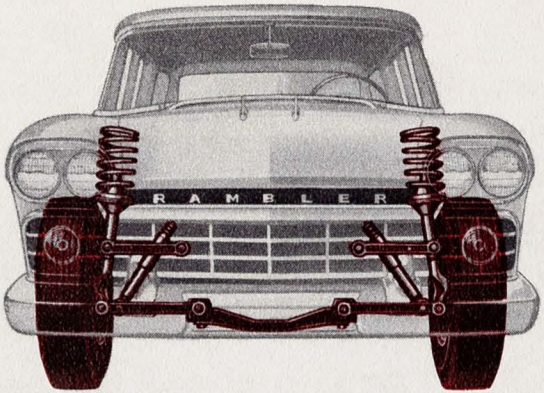
REAR TREAD
6-Cyl. . . . . 58″
V-8 . . . . . 59 1/8″

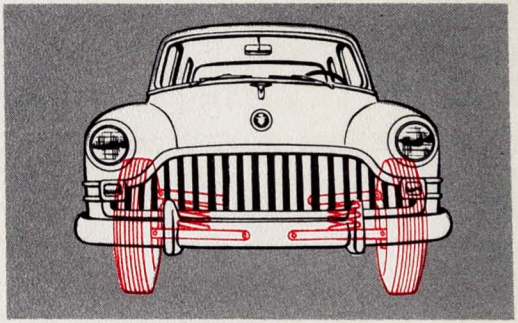
● TORQUE TUBE . . . The Rambler power train is an example of advanced engineering in which torque tube construction and rear coil springing are combined into an integrated design. The torque tube is a stationary tube secured to the transmission and joined to the hypoid rear axle to form a single rigid unit in which all moving parts, including the propeller shaft, are completely enclosed and protected from stones, dirt, and water. The torque tube functions to resist rear axle torque reaction, and, by freeing the rear springs of that function, permits the use of rear coil springs. Car diving or squatting is minimized.

● REAR COIL SPRINGS . . . All Rambler models utilize frictionless coil springs on all four wheels. This use of coil springs on the rear gives the new Rambler riding characteristics that cannot be equalled by other cars in its price class. The combination of coil springs and torque tube drive permits the rear springs to more effectively perform the specific function of load carrying and bump absorbing. Coil springs reduce maintenance costs since there is no wearing contact in the spring. For special needs, heavy-duty rear springs and shock absorbers are available at low extra cost.

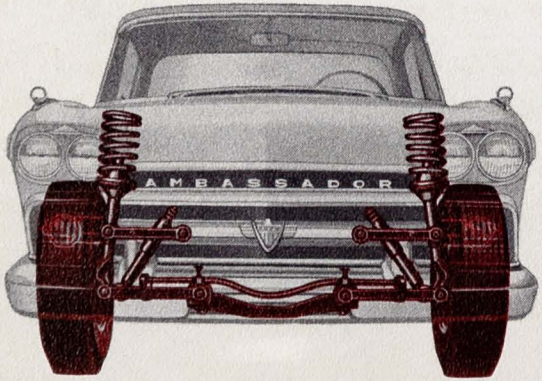
# FRONT SUSPENSION DEEP COIL RIDE...

**RAMBLER SIX & V-8 108″ WHEELBASE**
FRONT TREAD
57¾″ for Six,
58″ for Rebel V-8.



**CONVENTIONAL SUSPENSION**




**AMBASSADOR V-8 117″ WHEELBASE,** 57¾″ Front Tread. A "sway-stabilizer" torsion bar offers positive control for the added size and weight of the Ambassador.

In the conventional suspension, short, stiff coil springs are located below the center of gravity. In the Rambler front suspension, long, soft, and direct acting coil springs are located above the center of gravity.

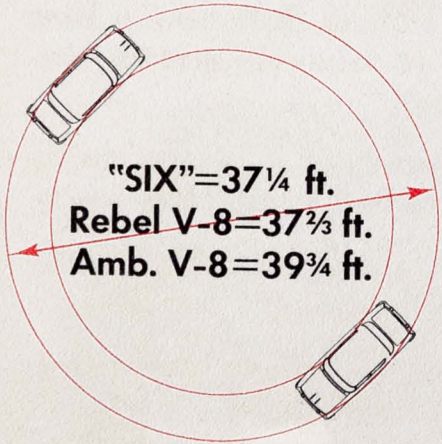
The Rambler "Deep Coil Ride" front suspension brings new handling ease and riding comfort to the low-priced field. This unique front suspension arrangement is integrated into the single unit structure to provide an entirely new conception of stability and absorption of road shock. The secret of the Rambler front suspension lies in the location of the coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, the wide spaced coil springs are located above the center of gravity—to create a stable centrifugal force condition.

## ADVANTAGES

- Direct acting springs in line with compression forces—better handling.
- Longer, softer direct acting coil springs add to riding comfort.
- Center of gravity below wide spaced springs —better stability in turns.
- Suspension utilizes Double Safe Single Unit Car construction to absorb forces—increases riding comfort.
- Wide front tread provides a more stable base—better handling with less body sway.
- "Sea leg" mounted shock absorbers—control springs for smooth and stable ride.
- Deep Coil springs at all wheels result in a balanced ride.

# STEERING . . .

The new Rambler is America's easiest handling and most maneuverable automobile. These qualities are the combined result of compact size, friction-free steering, and "Deep Coil" suspension.

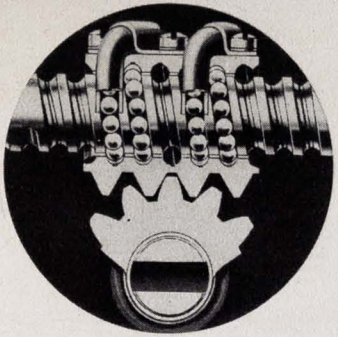



# SHORT'N'EASY TURNING

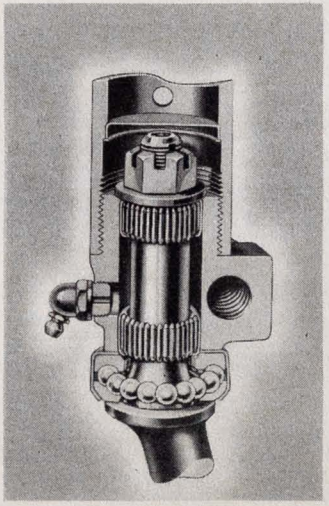
STEERING GEAR BOX . . . The "recirculating-ball" Saginaw gear box minimizes friction, making steering control exceptionally easy. A ball-nut is mounted on the steering worm, and all steering action is accomplished via ball bearings rolling freely in mating races between the nut and worm. Also, steering adjustment is minimized since the mechanism retains a relatively constant setting. The mechanism operates in a rugged, one-piece housing and is lubricated with chassis grease. Gear box ratio remains at 20 to 1, for manual or power steering with one exception for '59. The Rebel V-8 uses a new 24 to 1 ratio for manual steering only to reduce turning effort.

PITMAN ARM . . . V-8 models incorporate two bushings to support the pitman arm shaft from above and below in a straddled fashion. For the Ambassador V-8, two bushings are used below the shaft and one bushing above. The efficient straddled bushing arrangement minimizes steering friction for all models.

IDLER ARM . . . On V-8 models, the idler arm incorporates rubber bushings to absorb road shock and reduce shimmy tendencies due to worn parts. On 6-cylinder models, a straddle-mounted spring-loaded metal bushing design is used. The long length bushings which incorporate close tolerance threads, offer precise steering control.



Inside the steering gear box.



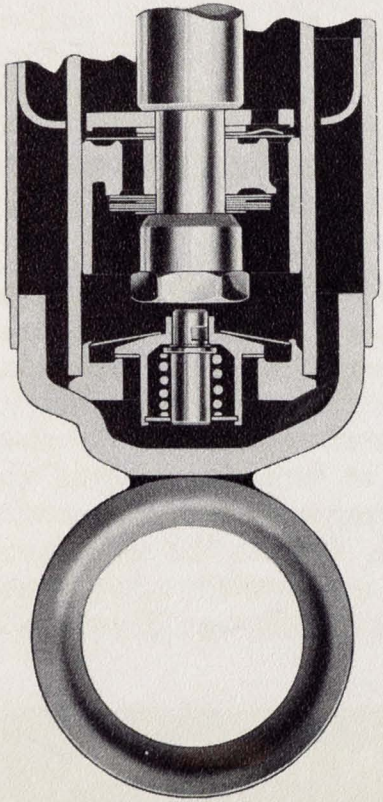
Inside the steering knuckle pivot.

# STEERING DESIGN

Car loads are carried without undue friction, resulting in effortless steering. By combining this unique mechanical feature with full wheel openings, all Rambler models possess the best turning characteristics among American production cars. On V-8 models, the steering knuckle-pin pivots on three anti-friction bearings—a ball thrust bearing and twin needle bearings. On 6-cylinder models, the upper needle bearing is replaced by a wide bronze bushing.

The wide base front tread offers stability, and the precise steering geometry is tailored for each of the three Rambler series. This, together with the Deep Coil Ride suspension and the excellent weight distribution is responsible for the outstanding reputation for roadability and "cornering." With the size and weight of Rambler models, the steering mechanism effectively compensates wind wander and rocking action on the road. Due to the advanced design, road shock vibrations are greatly dampened before reaching the steering wheel. Power Steering is available at extra cost.

## ANTI-FRICTION BEARINGS FOR EASY TURNING



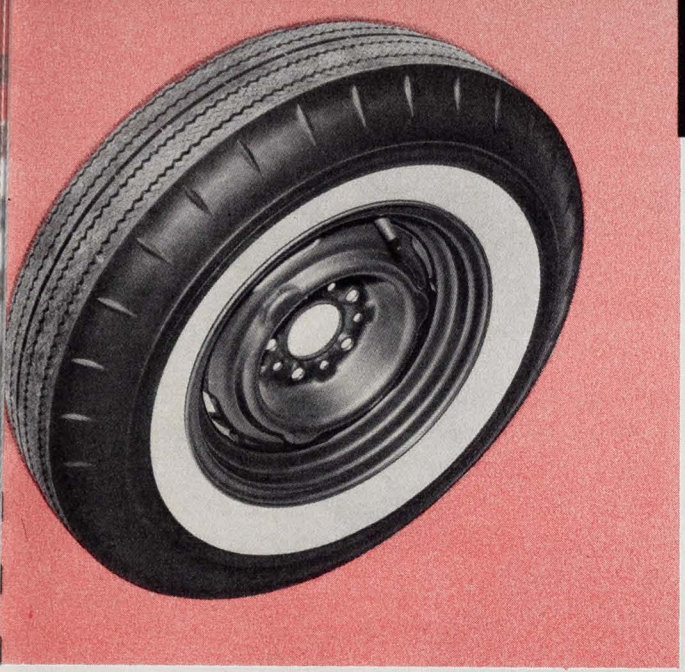
• SHOCK ABSORBERS are mounted in a "sea leg" (inverted "V") position at front and rear for greater lateral stability. The shock absorbers are of the hydraulic, two-way direct acting type to control spring action accurately over all road irregularities. The non-orifice valve design utilizes a two-stage system of discs in place of fixed-bleed orifices. The discs control shocks in compression and rebound. This type shock absorber is less affected by outside temperatures and results in constant riding qualities. Heavy-duty shock absorbers and rear springs are low extra cost.

WHEEL BEARINGS, HUBS, AND SPINDLES are of the finest high-strength alloy materials and are designed with high safety factors. The tapered roller bearings reduce rolling friction to a minimum.

REAR AXLE SHAFTS utilize a "tapered serrated" shaft end in place of a locking "key." This design is more serviceable, and occasional rear axle "click" noises are eliminated due to worn or faulty keys.

REAR AXLE PINION is of the "slip-type" propeller shaft connection, providing for better servicing since the flange-type is difficult to connect with properly torqued nuts. Vibration possibilities are minimized with this design.

# WHEELS AND TIRES



WHEEL TRIM . . . attractive full wheel discs are standard on all Custom models. Hub caps are standard on all other models, on which wheel discs are an extra cost option.

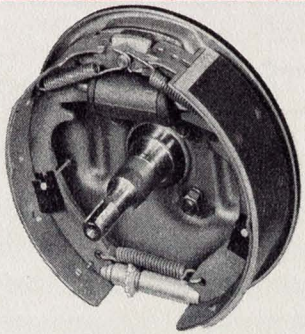
The tubeless Super-Cushion Goodyear tires and Goodrich tires are original standard equipment. Six-cylinder models are equipped with 6.40 x 15 4-ply tires, and an optional 6.70 x 15 size is available at extra cost. Rambler Rebel V-8 models use a new 7.50 x 14 4-ply size. The larger Ambassador V-8 models use an 8.00 x 14 4-ply size. Whitewall tires are optional. Also, a 4-ply nylon-cord tire in either black or whitewall is optional.

Sturdy disc wheels made from heavy gage steel are provided with smooth rims which have air-tight disc connections to insure safe mounting of the tubeless tires. The disc wheels are mounted with five studs to evenly absorb static and dynamic loads. Six cyl. models use a 15″ x 4½″ wheel, and V-8 models use a 14″ x 5½″ wheel size. A special tire air-valve is a part of the wheel itself, instead of the tire or tube.

# SERVO-ACTION BRAKES . . .

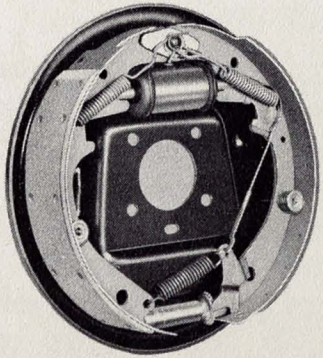
## BRAKE FEATURES

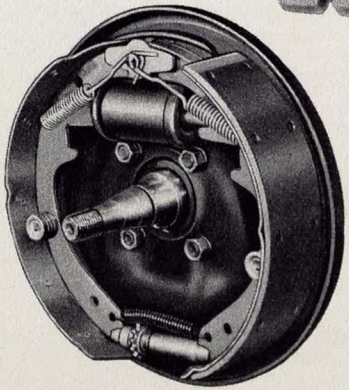
- 9″ Dia. "Six"
- 10″ Dia. "V-8"
- Cooling Flange Drums for V-8
- Self-Adjusting Brakes (Optional)
- Suspended Pedals
- Self-Energizing
- Accessible Master Cylinder
- Thicker Linings



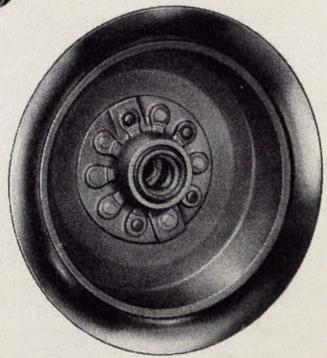
9″ Dia. Wagner for 6-cyl.

Suspended Pedals with Accessible Master Cylinder





Self-Adjusting Brakes
9″ Dia. for 6-cyl., 10″ Dia. for V-8



10″ Dia. Bendix with Cooling Flange Drums for V-8

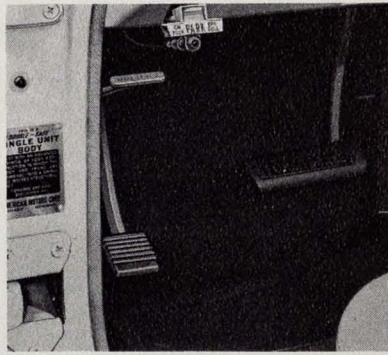
# *for* QUICK STOPS . . . LESS EFFORT

Suspended brake pedals provide more foot room and better leverage in addition to eliminating holes in the floorboard. The brake master cylinder or power brake unit is mounted on the dash panel in the engine compartment where it is better protected and very accessible for easier servicing.

Efficient and dependable "servo-action" brakes are used, with one shoe effective primarily for forward braking and the other primarily for both forward and reverse braking. The servo principle results in a self-energizing action which reduces pedal effort.

Rambler-6 Wagner brakes have an effective total brake lining area of 150 sq. in. with a 9″ diameter. All V-8 models feature 10″ dia. Bendix brakes with lining area increased to 167 sq. in. as a result of wider front primary linings. Extra wide cooling flange drums are used on V-8 brakes. Both 6 and V-8's feature new thicker linings which provide 30% more usable lining life. The ratio of brake area to car weight is most favorable. Bendix Power Brakes are available at low extra cost (See Page 71).

**STEP-ON PARKING BRAKES**



PARKING BRAKE LIGHT . . . As a new factory installed option for '59, a warning light is located on the instrument panel on the left side of the steering wheel. If the driver inadvertently fails to release the parking brakes before driving, the red warning light automatically turns on and remains flashing until the brakes are released. This feature ends needless abuse to the rear brakes.

# AIRLINER RECLINING SEATS

The Airliner Reclining Seat and Twin Travel Beds are exclusive features combined into a single "package," which is offered as optional equipment.

Control handles placed on both sides of the front seat permit individual adjustment of each seat-back cushion to five angles, which include the normal driving position and the horizontal position for Twin Travel Beds. The mechanism allows each cushion to recline one position at a time—thus it is impossible to inadvertently "flop" the seat-back to the full down position. Seat mechanism has been redesigned for smoother operation with reduced exposure of working parts so that when the seat-back is pulled up from a reclining position, it will not travel beyond the normal position. Removable seat-back supports are provided on the rear seat cushion base for the bed position.

The right front seat may be converted into a chaise longue or full length bed. This arrangement is ideal on long trips, as it permits children or adults to relax or sleep in comfort without stopping the car.

For overnight stops, the seats may be quickly converted into Twin Travel Beds. This exclusive feature is appealing to fishermen, hunters, and campers. Special accessory air mattresses and insect window screen-shades are available.

# *New* INDIVIDUALLY ADJUSTABLE SEATS and HEAD-RESTS

Entirely new for 1959, individually adjustable separate front seats are an extra cost option. The front cushion is equally divided and the twin seats are fitted with a separate set of tracks. This provides the driver and passenger with individual fore-and-aft adjustment in addition to the reclining seat. The passenger can adjust the seat to any position without affecting the driver's seat.

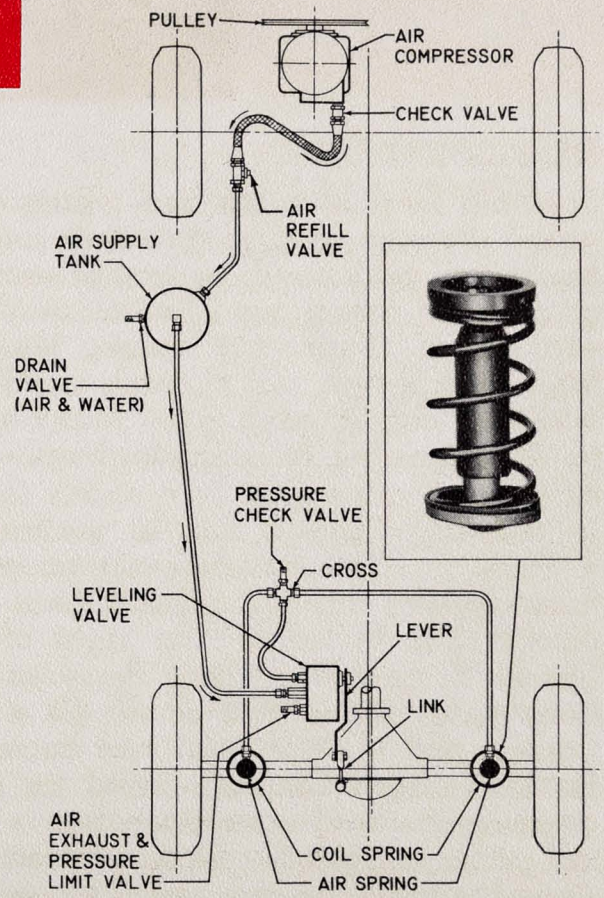
Also entirely new for 1959, the front seat head-rests are available singly or in pairs as an extra cost option. The head-rests are styled to match the trim of the seats and are adjustable to ten positions. The head-rests may be removed by pulling them out of the socket. Head-rests are particularly comfortable when used with the reclining seat. In addition, they are useful in preventing neck injury due to a rear end collision.

# AIR-COIL RIDE

Air-Coil Ride, optional on all models, combines air bellows mounted inside the steel coil rear springs. This design is efficient since the bulk (about 70%) of a load falls on the rear wheels. Regardless of road or load, it provides a level, smooth ride.

The rugged air bellows is made of oil-resistant neoprene reinforced with nylon. Air pressure is supplied to the storage tank located under the left front fender, by a 2.7 cu. in. belt-driven compressor. The tank supplies air to the leveling valve mounted to the underbody. Through a lever arm attached to the rear axle, the valve senses changes in road and load, and automatically adjusts bellows pressure to maintain a level ride.

If pressure is lost with Air-Coil Ride, the car merely settles onto the auxiliary coil springs and can continue on. If other systems lose pressure, the car is immobilized for all practical purposes, and cannot be towed until blocks are placed in the suspensions.

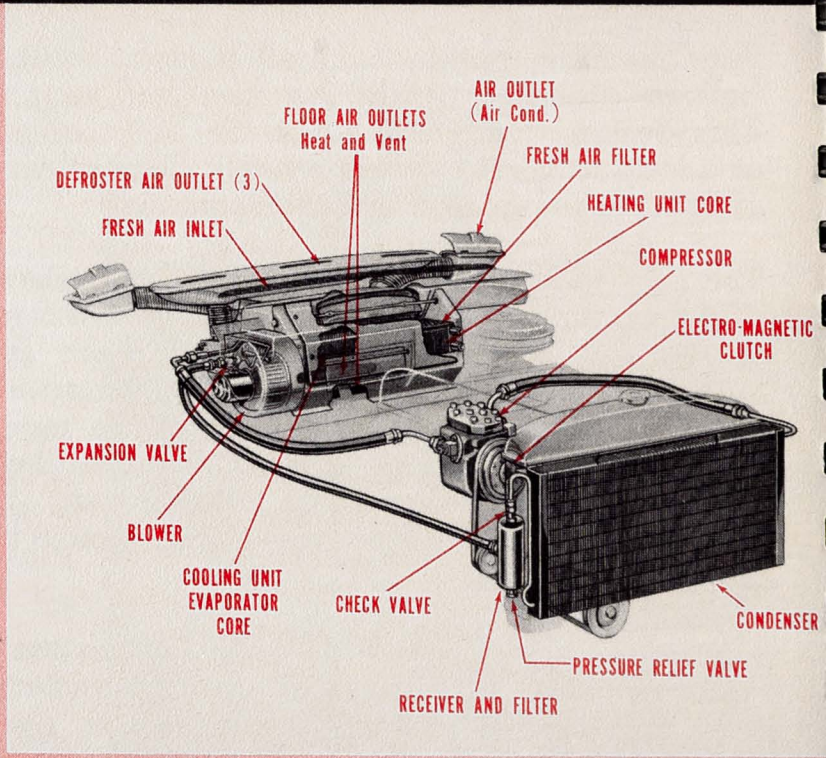


# ALL-SEASON AIR CONDITIONING

## COOL AIR BY THE CARLOAD

DESIGN DETAILS . . .

Solenoid by-pass valve and tubing eliminated. By-pass cycling (prevents internal freeze-up) performed by compressor engaged and disengaged automatically as evaporator thermostat senses temperature. Compressor not running needlessly while air conditioning is on. Many tubing joints eliminated, reducing leakage • Pressure relief valve acts as a safety feature to prevent damage due to malfunction • Thick floor insulation seals passenger compartment against exhaust heat • Receiver tank is located on right of condenser, in front of radiator. Receiver functions more efficiently in cooler air • Compressor and receiver tank are accessible for servicing • Controls styled for smart appearance and easy operation • Control panel is lighted • Blower housing designed to facilitate removal of blower and motor as a unit for servicing •




• "Unit-charged" air conditioning kit for dealer installation is also available.

# . *for* HEATING, COOLING *and* VENTILATING

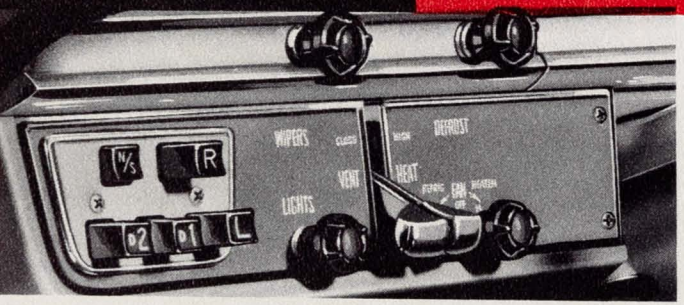
The 1959 Rambler All-Season Air Conditioning System is today's most advanced design combining heating, cooling, and ventilating into one system which has been completely integrated into the body structure. Extensive road testing has proven that the new system is more efficient under all conditions than all competitive makes—and at a lower price.

The component parts are forward of the instrument panel, and are so located as to occupy a minimum of space in the engine compartment. Fresh air is drawn in through the hood level air intake. Approximately 30% fresh air is admitted while the cooling system is functioning—the balance is recirculated and mixed by the blower. The heating and ventilating system utilizes 100% fresh air. For all operations, the outside air enters the hood intake and is filtered of most dust, dirt, and pollen. If present, water is removed by traps and passages. Two air outlet grilles on the dash panel are adjustable to individual needs. As a unique feature, radio speakers play through the grille openings.

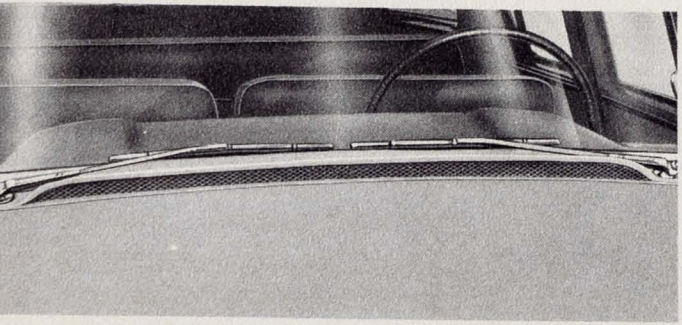
## FEATURES AND ADVANTAGES

1. Cooling, heating, ventilating and windshield defrosting, are integrated.
2. Physiological aspects of human comfort are basic design factors.
3. Entire system is more efficient and simpler to operate and maintain than others.
4. Basic fundamentals of Weather Eye heating and ventilating are incorporated.
5. System is located forward of the dash panel.
6. Single cowl-wide air intake draws in fresh filtered air.
7. Electro-magnetic clutch engages compressor only when needed.

## WEATHER EYE HEATING & VENTILATING SYSTEM




The new control panel is easy to operate and is well lighted for night driving.



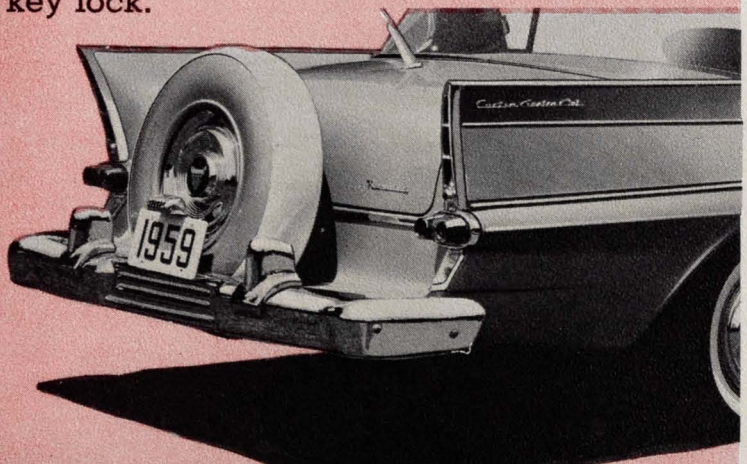
The wide air intake has an expanded-mesh aluminum screen with a bright anodized finish.

The optional Weather Eye System offers thermostatically controlled heating as well as ventilating and defrosting with filtered, fresh-air. The wide air intake is cowl-mounted and delivers water-free fresh air through internal ducts. The three windshield defroster outlets are designed as an integral part of the system.

As a unique new feature, turning of the fan knob automatically actuates a vacuum switch which energizes a vacuum diaphragm to open and close the heater air door. Push and pull operation of the fan knob is eliminated. Marked controls are easy to operate and well lighted. The controls are mounted in the master panel which is to the left of the steering column.

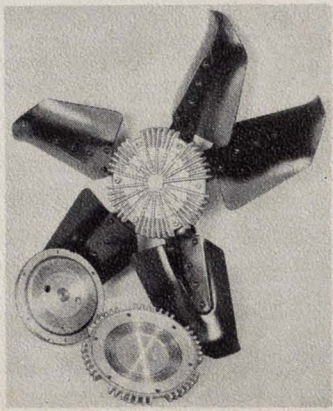
# CONTINENTAL TIRE CARRIER

The Continental tire is optional on all models except station wagons. The new fender crease line improves the appearance with the extended bumper position. The tire mount adds about three cubic feet of luggage space. A two-piece metal cover protects the spare tire. A lever releases the lock mechanism to swing mount rearward, permitting access to the trunk. For protection, the wheel is fitted with a key lock.

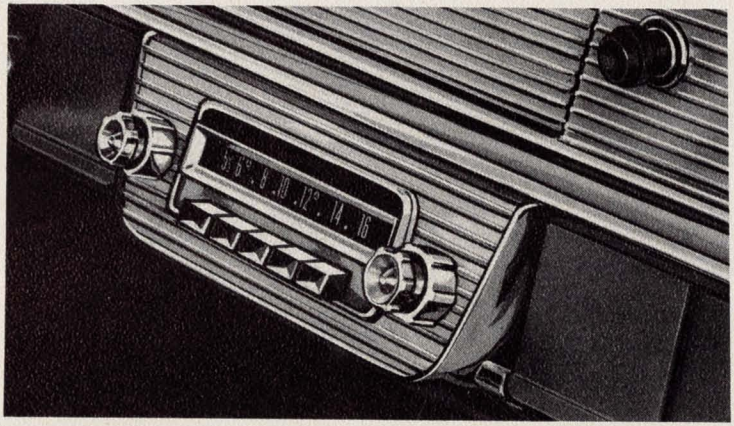



# POWR-SAVER FAN AMBASSADOR V-8

The automatic fan drive, optional on all '59 Ambassadors, requires no service or driver attention. POWR-SAVER Fan is recommended with air conditioning since the 5-bladed fan's speed and noise is reduced up to 40%, saving up to 55% fan horsepower, for economy gains. As engine RPM is increased, fan RPM increases but at a lesser rate. Cooling is efficient with reduced fan speed since forward motion forces air through the radiator and engine compartment. Many race cars do not use fans! The Eaton viscous-drive unit has a 5½" dia. finned aluminum housing, and operates on hydraulic slippage using silicone polymer fluid with viscosity values to reduce torque transfer.



# PUSH-BUTTON RADIO, IMPROVED *for* '59



ANTENNA, All 5910, 5920, and 5980 Station Wagons: A manual antenna, located on the right front fender, is collapsible to a height of 21″. Since the antenna will not collapse below 21″, it is always in position to offer better reception. The antenna is stored in the trunk for dealer installation.

ANTENNA, 5980, Except Station Wagons: A rear-deck mounted manual antenna is factory installed.

The *new* transistor-powered push-button radio (Motorola) incorporates four tubes plus two transistors. A new "printed" circuit minimizes service problems. Five push-buttons are used as five station selectors, plus a manual knob on the right. On the left, a dual-knob provides volume and on-off control on the inner knob with bass-treble control on the outer knob. Radio can be operated when the ignition key is turned on.

On 5980 series, two radio speakers are standard, one at each end of the upper instrument panel. On 5910 and 5920 series, one right side speaker is standard, while the left side speaker is optional at extra cost. The term "Duo-Coustic" applies to twin speaker installations. The speakers are located beneath the grille panels. As a unique feature, on air conditioned models, the speakers play through the air conditioning air outlet grilles.

# SOLEX GLASS

As an added safety and comfort feature, Solex tinted glass is available as optional equipment on all models at a cost far below other types of tinted safety glass. Unlike other tinted glass, the blue-green color of Solex is firmly fixed by additives to the composition of the glass itself.

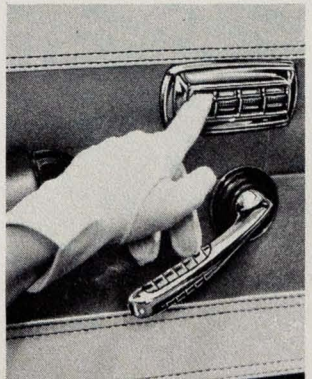
Solex glass is tinted to absorb approximately 70% of the heat and 50% of the glare from strong sunlight. Yet, extensive tests conducted under all light conditions indicate that vision remains unimpaired. The glass is evenly tinted from top to bottom, making it possible for all occupants—short or tall—to equally enjoy freedom from sun-glare.

The efficiency of the air conditioning system is further increased with the use of of Solex glass as a recommended option.

# POWER-LIFT WINDOWS

An electric "Power-Lift" window control system is offered as an optional extra cost feature on all models. While recognized as a luxurious and convenient item, it is also a safety feature in that the driver's full attention can be focused on driving while operating window controls.

Each window mechanism is operated by an individual electric motor. One control button is provided for each window while a set of four buttons on the driver's door permits remote control of all windows. Relocated controls for '59 offer greater convenience of operation. As a precaution, windows can not be operated with the ignition switch "off." The tailgate window is not power operated.



# "POWR-LOK" SAFETY DRIVE V-8 DIFFERENTIAL REAR AXLE

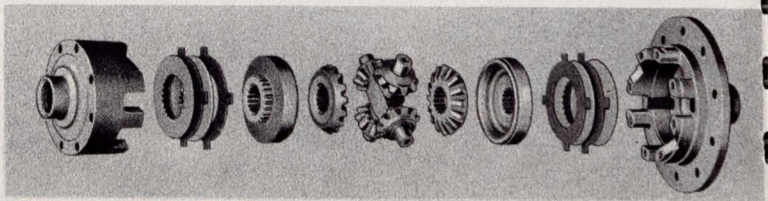
POWR-LOK is an outstanding optional feature at low extra cost on all V-8 models except for the optional 2.87:1 ratio on automatic transmission Ambassador.

Completely automatic and requiring no driver attention, POWR-LOK gives a full measure of added control and safety under *all* driving conditions.

Power Flow in Normal Driving . . . When sudden patches of ice, sand, loose gravel or oil slicks are encountered, the POWR-LOK will not permit the wheel with the lesser traction to spin, gain momentum and swerve the car as dry pavement is regained.

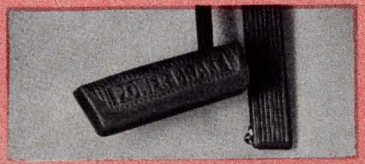
Power Flow in Turns . . . POWR-LOK gives normal differential action and at the same time, applies the major driving force to the inside rear wheel, improving stability and cornering, and tending to compensate for oversteer.

Power Flow With Poor Traction . . . When traction conditions under the rear wheels are dissimilar, the wheel with the poorer traction spins, and the vehicle remains immobile. POWR-LOK enables the wheel with the better traction to apply the major driving force to the road. POWR-LOK can operate in snow, ice, and mud which might stop a conventionally equipped car. In an emergency with POWR-LOK, when one rear wheel drops off the pavement, the wheel on the pavement continues to drive the car, and the wheel on the shoulder does not spin. In this way complete control is maintained without a dangerous swerve.



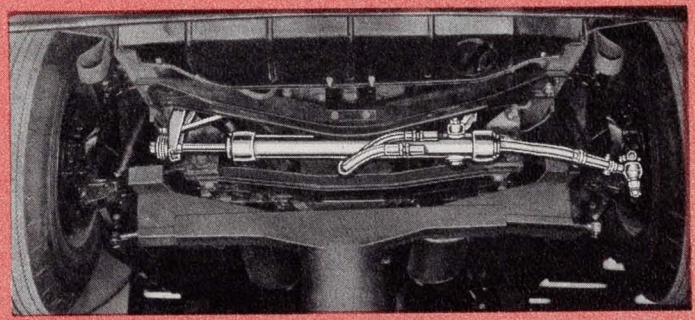
● POWER BRAKES . . . Bendix power brakes are available at extra cost on all models regardless of transmission. Power brakes are an important safety feature adding to the ease of operation to reduce driving fatigue. The lower height position of the brake pedal allows the driver to make a brake application in 25% less time. Power brakes require 40% less pedal effort while permitting the driver to "feel" his brakes to slow or stop the car with exactly the desired rate of deceleration.

As a noteworthy safety feature, the vacuum reserve tank is used with all three transmissions.



Extra wide pedal for power brakes if equipped with automatic drive. The power brake unit is easily accessible in the engine compartment.

● POWER STEERING . . . "Direct Action" linkage-type hydraulic power steering is available on all models. Power steering eliminates fully 75% of the steering effort required in driving—even when parking, the wheels may be completely turned with the slight pressure of one hand. Positive directional control can be maintained at all times, even if the hydraulic power fails.



Undercar view of Monroe power cylinder on a Rebel V-8. An Eaton engine-driven hydraulic pump is used.

# OPTIONAL EQUIPMENT

The following items are available as extra cost factory installed optional equipment.

Push-Button Transistor-Powered Radio
Left Side Radio Speaker (Std. on Amb.)
Weather Eye Heating and Ventilating System
All-Season Air-Conditioning System
Powr-Saver Fan, Amb. V-8 (order with Air Cond.)
Solex Glass (order with Air Cond.)
Power-Lift Windows
Airliner Reclining Seats (Std. on Custom Amb.)
Twin Airliner Reclining Seats
Front Seat Headrest, Left, Right, or Pair
Electric-Wound Clock (Std. on Custom)
Wheel Discs (Std. on Custom)
Rear Seat Airfoam Cushions (Std. on Custom Amb.)
Front Seat Airfoam Cushions (Std. on Sup. & Cus.)
Custom Steering Wheel (Std. on Sup. & Cus.)
Two-Tone Colors
Solid Color plus DiNoc Grain (Sta. Wag. Custom)
Powr-Lok Differential Axle (V-8 only)
Dual Headlights (Std. on Super & Custom)
Overdrive Transmission
Flash-O-Matic Transmission, Push-Button Control
Power Brakes
Power Steering

Air-Coil Ride Rear Suspension
Parking Brake Warning Light
Self-Adjusting Brakes
Dual-Exhausts (V-8 only)
6.70 x 15-4 ply Tires (6-Cyl. only)
Whitewall Tubeless Tires (Rayon)
4-ply Nylon Black or Whitewall Tubeless Tires
Twin-Throat Carb. 6-Cyl. Power Pack (Oil Bath Air Cleaner Std.)
Oil Bath Carburetor Air Cleaner (6-Cyl. only)
Heavy Duty Rear Springs and Shock Absorbers
Heavy Duty Clutch
Back-Up Lights
Windshield Washers
Oil Filter (Std. on Amb. V-8)
Padded Sun Visors and Inst. Panel (Std. on Cus. Amb. V-8)
Continental Tire Carrier
Undercoating
Outside Rear View Mirror (Left)
Inside Rear View Anti-Glare Mirror
Heavy Duty Radiator
Heavy Duty Cooling System (Rad., fan, shroud)

# ACCESSORIES

A wide variety of dealer installed Accessories are offered which include certain items also offered as factory installed options. (See page 72.)

Windshield Washer
Back-Up Lights
Non-Glare Rear View Mirror, Inside
Rear View Mirror, Outside, Left or Right
Wheel Trim Discs
Exhaust Extension
Curb Indicator
Spotlight with Rear View Mirror, Right or Left
Airmat for Twin Travel Bed
Window Screens with Shades (except hardtop)
Door Top Ventshades (except hardtop)
Push-Button Radio and Manual Antenna
Radio Speaker, Left Side
Electric Clock
Cigarette Lighter
Parking Brake Warning Light
Headrests
License Plate Frame
Padded Sun Visors
Horn Kit (for Deluxe)
Door Arm Rests (for Deluxe)
Center Pillar Overlay (except hardtop)
Door Edge Guards
Locking Gas Cap
Contour Rubber Floor Mats (Front and Rear)
Air Conditioning Kit
Power Brake Kit
Power Steering Kit
Oil Filter (Std. on Amb. V-8)
Travel-Rack Straps (Sta. Wag. models)
Seat Belts, Front and Rear
Child Guard Rear Door Lock Buttons
Station Wagon Cargo Cover
Station Wagon Roof Top Cargo Cover
Station Wagon Cargo Utility Mat
Trailer Hitch
Load-Leveler Rear Shock Absorbers
Seat Covers, Clear Plastic, Front and Rear
Seat Cushion Toppers, Front and Rear
Touch-Up Spray Paint
Battery, Auto-Lite Dry-Charge
Air Cleaner Replacement Element

In addition to the Accessories listed, an assortment of car care preparations are available.

# EQUIPMENT CHART

## RAMBLER-6 AND REBEL V-8

| MODEL DESIGNATION | | Steering Wheel | | Sun Visors | | Floor Mat | Trunk or Cargo Floor Cover | Dome Light Switches | Rear Ash Trays | Cig. Lighter | | Door Arm Rests (F & R) | Rear View Mirror | Headlining (*Vinyl with all-Vinyl Trim) | Coat Hooks | Rear Door Vent | Sta. Wag. | | Horns | Step-On Parking Brake |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Std. Horn Button | Cust. Wheel Ring | L.H. | R.H. | | | | | L.H. | R.H. | | | | | | Robe Rail | Roof Travel Rack | | |
| 5915<br>5925 | Deluxe Sedan, 6<br>Deluxe Sedan, V-8 (Fleet) | Std. | Ext. | Std. | D. | Black Rubber | Std. Rubber | N.A. | D. | D. | D. | D. | Paint | Cloth* | D. | N.A. | N.A. | N.A. | 1—Std.<br>1—D. | N.A. |
| 5918 | Deluxe Sta. Wag.. 6 (Fleet) | Std. | Ext. | Std. | D. | Black Rubber | Ext. Burtex | N.A. | D. | D. | D. | D. | Chrome | Vinyl | D. | N.A. | D. | N.A. | 1—Std.<br>1—D. | Std. |
| 5915-1<br>5919-1<br>5925-1 | Super Sedan, 6<br>Super Hardtop, 6<br>Super Sedan, V-8 | N.A. | Std. | Std. | Std. | Colored Rubber | Std. Rubber | 2 Doors | Std. | Std. | D. | Std. | Paint | Cloth* | Std. | N.A.<br>** | N.A. | N.A. | Two | Std. |
| 5918-1<br>5928-1 | Super Sta. Wag., 6<br>Super Sta. Wag., V-8 | N.A. | Std. | Std. | Std. | Colored Rubber | Std. Burtex | 2 Doors | Std. | Std. | D. | Std. | Chrome | Vinyl | Std. | N.A. | D. | Std. | Two | Std. |
| 5915-2<br>5925-2<br>5929-2 | Custom Sedan, 6<br>Custom Sedan, V-8<br>Custom Hardtop, V-8 | N.A. | Std. | Std. | Std. | Colored Carpet | Std. Rubber | 4 Doors | Std. | Std. | D. | Std. | Chrome | Cloth* | Std. | Std. | N.A. | N.A. | Two | Std. |
| 5918-2<br>5928-2 | Custom Sta. Wag., 6<br>Custom Sta. Wag., V-8 | N.A. | Std. | Std. | Std. | Colored Carpet | Std. Carpet | 4 Doors | Std. | Std. | D. | Std. | Chrome | Vinyl | Std. | Std. | Std. | Std. | Two | Std. |

CODE: Std.—Standard no extra cost; Ext.—Extra cost option; N.A.—Not available; D—Dealer Installed Extra Cost.
**—Standard on 5919-1.

Subject to change without notice.

# EQUIPMENT CHART

## AMBASSADOR V-8

| MODEL DESIGNATION | | Steering Wheel with Hand-Grip | Floor Mat | Trunk or Cargo Floor Cover | Dome Light Switches | Rear Ash Trays | Cig. Lighter | | Door Arm Rests (F & R) | Rear View Mirror | Headlining (*Vinyl with all-Vinyl trim) | Coat Hooks | Rear Door Vent | Sta. Wag. | | Horns | Handi-Pak Net | Rear of Frt. Seat Crash Pad |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | L.H. | R.H. | | | | | | Robe Rail | Roof Travel Rack | | | |
| 5-1 | Super Sedan V-8 | Std. | Colored Rubber | Std. Rubber | 2 Doors | Std. | Std. | D. | Std. | Paint | Cloth* | Std. | Std. | N.A. | N.A. | Two | N.A. | N.A. |
| 5-2 | Custom Sedan V-8 | Std. | Colored Carpet | Std. Rubber | 4 Doors | Std. | Std. | Std. | Std. | Chrome | Cloth* | Std. | Std. | N.A. | N.A. | Two | Std. | Std. |
| 9-2 | Custom Hardtop V-8 | Std. | Colored Carpet | Std. Rubber | 4 Doors | Std. | Std. | Std. | Std. | Chrome | Cloth* | Std. | Std. | N.A. | N.A. | Two | Std. | Std. |
| 8-1 | Super Sta. Wag. V-8 | Std. | Colored Rubber | Std. Burtex | 2 Doors | Std. | Std. | D. | Std. | Chrome | Vinyl | Std. | Std. | D. | Std. | Two | N.A. | N.A. |
| 8-2 | Custom Sta. Wag. V-8 | Std. | Colored Carpet | Std. Carpet | 4 Doors | Std. | Std. | Std. | Std. | Chrome | Vinyl | Std. | Std. | Std. | Std. | Two | Std. | Std. |
| 3-2 | Custom HT Sta. Wag. | Std. | Colored Carpet | Std. Carpet | 4 Doors | Std. | Std. | Std. | Std. | Chrome | Vinyl | Std. | Std. | Std. | Std. | Two | Std. | Std. |

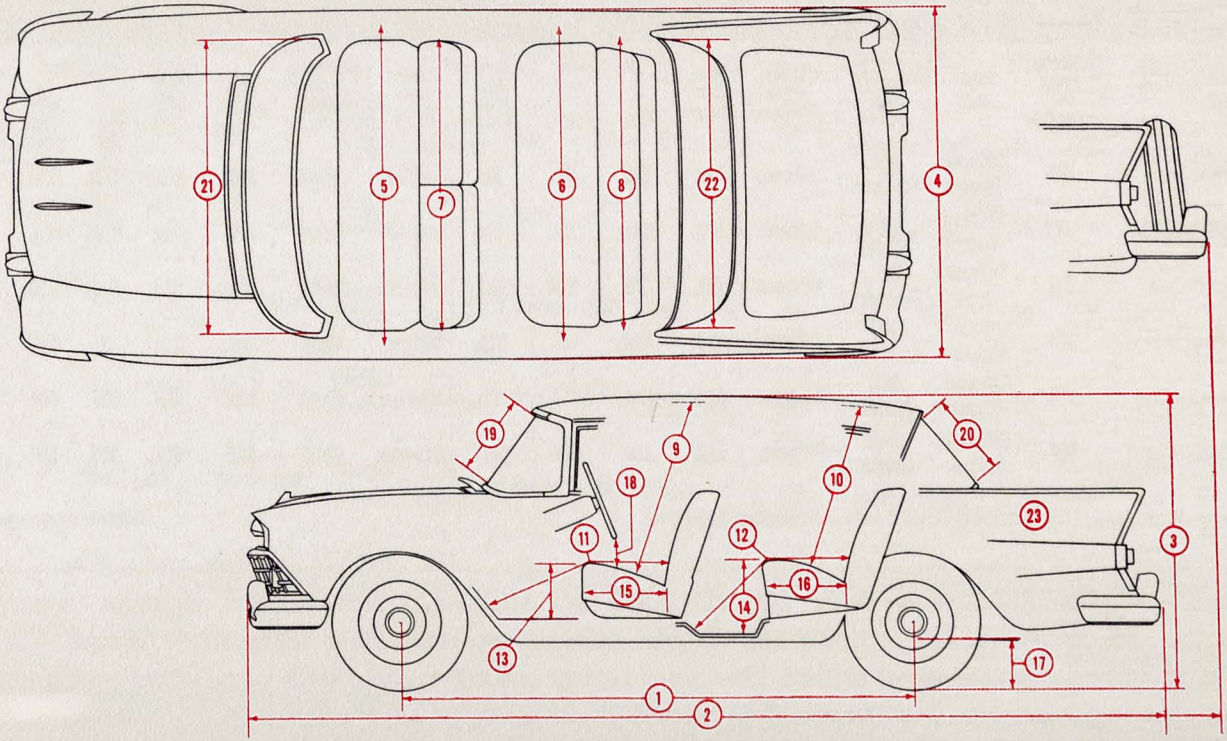
ODE: Std.—Standard, no extra cost; N.A.—Not Available; D—Dealer Installed Extra Cost.

Subject to change without notice.

STANDARD EQUIPMENT ON ALL 10, 20 AND 80 MODELS: Directional signals. Syncromesh transmission. Hood or fender ornaments. Single exhaust system. Twin instrument panel ash trays. Double-coat baked enamel solid colors. Deep-dip rust-proofing. Fabric with vinyl or all vinyl interiors. Fuel filter. Vacuum booster fuel pump. Blackwall rayon cord tubeless tires.

# SPECIFICATIONS

## SEDAN *and* COUNTRY CLUB HARDTOP



# . . . BODY DIMENSIONS

Rambler 6 . . . . . Model "10"
Rambler Rebel V-8 . . . Model "20"
Ambassador V-8 . . . . . Model "80"

| | | |
|---|---|---|
| 1 | Wheelbase, "10" & "20" | 108" |
| | Wheelbase, "80" | 117" |
| 2 | Overall length, "10" & "20" | 191.15" (1) |
| | Overall length, "80" | 200.15" (2) |
| 3 | Overall height, loaded, "10" | 58" (3) |
| | Overall height, loaded, "20" | 57.8" |
| | Overall height, loaded, "80" | 57.6" |
| 4 | Overall width | 72.2" |
| 5 | Front seat hip room | 59.8" |
| 6 | Rear seat hip room | 60.1" |
| 7 | Front shoulder room | 57.7" |
| 8 | Rear shoulder room | 57.6" |
| 9 | Front head room | 36" |
| 10 | Rear head room | 35" |
| 11 | Front leg room | 43" |
| 12 | Rear leg room | 40" |
| 13 | Front seat height | 10.4" |

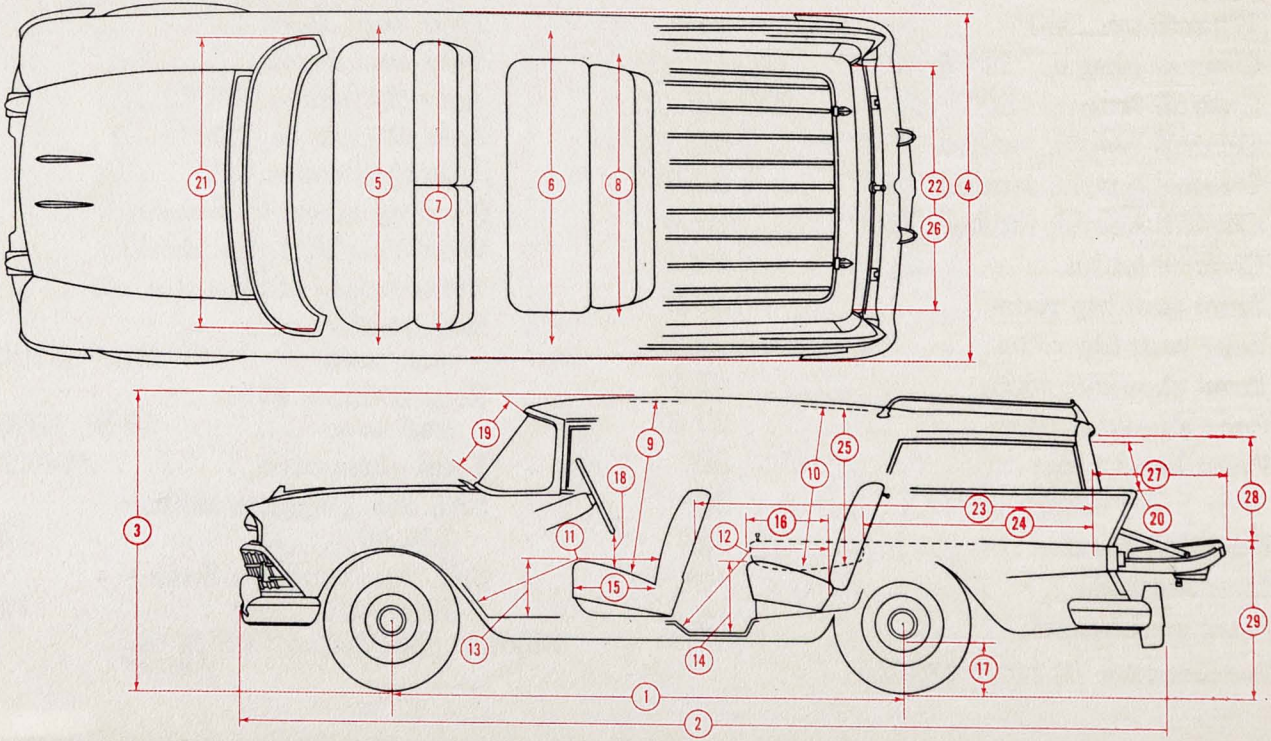
With Continental tire: (1) 198.9" (2)207.9

| | | |
|---|---|---|
| 14 | Rear seat height | 14.2" |
| 15 | Front seat depth | 17.8" |
| 16 | Rear seat depth | 17.5" |
| 17 | Axle clearance, "10" | 7.5" (4) |
| | Axle clearance, "20" | 7.3" |
| | Axle clearance, "80" | 6.9" |
| 18 | Steering wheel to cushion | 5.6" |
| 19 | Slant height of windshield | 17.1" |
| 20 | Slant height of rear window | 17.3" |
| 21 | Windshield width and area | 59.8", 1105.7 Sq. In. |
| 22 | Rear window width and area | 58.8", 1078.6 Sq. In. |
| | Total glass area | 3446.2 Sq. In. |
| 23 | SAE Std. Luggage Rating (tire in) | 13.5 Cu. Ft. |
| | SAE Std. Luggage Rating (tire out) | 16.5 Cu. Ft. |

With 6.70 tires, Opt. on "10": (3) 58.1"
(4) 7.6"

# SPECIFICATIONS

## CROSS COUNTRY STATION WAGONS . . . . . .



# . . . BODY DIMENSIONS

Rambler 6 . . . . . Model "10"
Rambler Rebel V-8 . . . Model "20"
Ambassador V-8 . . . . . Model "80"

| | | |
|---|---|---|
| 1 | Wheelbase, "10" and "20" | 108" |
| | Wheelbase, "80" | 117" |
| 2 | Overall length, "10" and "20" | 193.6" |
| | Overall length, "80" | 202.6" |
| 3 | Overall height, loaded, "10" | 58.6"(1) |
| | Overall height, loaded, "20" | 58.4" |
| | Overall height, loaded, "80" | 58.2" |
| 4 | Overall width | 72.2" |
| 5 | Front seat hip room | 59.8" |
| 6 | Rear seat hip room | 60.1" |
| 7 | Front shoulder room | 57.7" |
| 8 | Rear shoulder room | 57.6" |
| 9 | Front head room | 36.6" |
| 10 | Rear head room | 36.0" |
| 11 | Front leg room | 43" |
| 12 | Rear leg room | 40" |
| 13 | Front seat height | 10.4" |
| 14 | Rear seat height | 14.2" |
| 15 | Front seat depth | 17.8" |
| 16 | Rear seat depth | 18.1" |
| 17 | Axle clearance, "10" | 7.5"(2) |
| | Axle clearance, "20" | 7.3" |
| | Axle clearance, "80" | 6.9" |
| 18 | Steering wheel to cushion | 5.6" |
| 19 | Slant height of windshield | 17.1" |
| 20 | Slant height of rear window | 11.1" |
| 21 | Windshield width and area | 59.8", 1105.7 Sq. In. |
| 22 | Rear window width and area | 47.5", 522.7 Sq. In. |
| | Total glass area | 3692.3 Sq. In. |
| 23 | Carrying compartment length (seat down) | 87.5" |
| 24 | Carrying compartment length (seat up) | 48.5" |
| | Carrying capacity (seat down) cu. ft. | 80 |
| 25 | Carrying compartment height | 29.1" |
| 26 | Tail-gate opening | 47.8" (Top), 50.8" (Floor) |
| 27 | Tail-gate length | 22.4" |
| 28 | Tail-gate opening height | 24.5" |
| 29 | Tail-gate to ground height, "10" | 25.9" (3) |
| | Tail-gate to ground height, "20" | 25.8" |
| | Tail-gate to ground height, "80" | 25.0" |

With 6.70 tires, opt. on "10": (1) 58.7"
(2) 7.6"
(3) 26.0"

# SPECIFICATIONS

| ENGINE—GENERAL | SIX | REBEL . . . AMB. |
|---|---|---|
| Type | Overhead Valve | |
| Number of Cylinders | Six, In-Line | V-8, 90° V |
| Bore and Stroke | 3 1/8" x 4 1/4" | 3 1/2" x 3 1/4" . . . 4" x 3 1/4" |
| Displacement | 195.6 cu. in. | 250 cu. in. . . . 327 cu. in. |
| Horsepower, Taxable | 23.44 | 39.2 . . . 51.2 |
| Horsepower, Brake, BHP @ RPM | *127 @ 4200 | 215 @ 4900 . . . 270 @ 4700 |
| Torque, Lb. Ft. @ RPM | *180 @ 1600 | 260 @ 2500 . . . 360 @ 2600 |
| Compression Ratio | 8.7:1 | 8.7:1 . . . 9.7:1 |
| Engine Mounting | 4-Point, Rubber Cushion | |
| Cylinder Block and Head | Special Cast Iron Alloy | |
| **VALVES** | | |
| Intake | 1.594" Dia. | 1.787" Dia. |
| Exhaust | 1.343" Dia. | 1.406" Dia. |
| Valve Lift, Intake, Exhaust | .366", .361" | .375", .375" |
| Valve Rotaters (free valve type) | No | Yes |
| Type of Valve Lifters (Tappets) | Solid | Solid . . . Hydraulic |
| **PISTONS** | | |
| Type and Finish | Conformatic, Solid Skirt, Tin Plate | Autothermic, Slipper Skirt, Tin Plate |
| Material and Weight | Aluminum Alloy D-132, 14.7 Oz. | Aluminum Alloy Steel Insert, 18.0 Oz. . . . 23.5 Oz. |
| Number of Rings | Two Compression, One Oil | |
| Type Lower Oil Ring | 3-Pc. Steel, Slotted Rail | |
| Piston Pin | Locked-in-Rod (Press-Fit), .8595"-.8598" Dia. | Locked-in-Rod (Press-Fit), .9305"-.9308" Dia. |

*Optional Dual-Throat Carb.: 138 BHP @ 4500—185 lb. ft. @ 1800

# SPECIFICATIONS

| | SIX | REBEL . . . AMB. |
|---|---|---|
| **CONNECTING RODS** | | |
| Material | Drop Forged Steel | |
| Length and Weight | $6\frac{5}{8}$", 23 Oz. | $6\frac{3}{8}$", 27.6 Oz. |
| Bearing Material | Steel-Backed Micro-Babbitt | |
| Bearing Dia. and Length | 2.0951" x .959" | 2.2486" x .867" |
| **CRANKSHAFT** | | |
| Material and Weight | Drop Forged Steel, 65.5 lbs. | Drop Forged Steel, 62.8 lbs. |
| Vibration Dampener | Rubber and Friction | |
| Counterbalanced | Yes, 80% | Yes, 100% |
| Bearings, Main | Four, Steel-Backed Micro-Babbitt | Five, Steel-Backed Micro-Babbitt |
| Bearings, Dia. and Length | $2\frac{31}{64}$" x $1\frac{1}{8}$" #4, $2\frac{31}{64}$" x $1\frac{17}{32}$" | $2\frac{1}{2}$" x .950" |
| **CAMSHAFT** | | |
| Material | Special Cast Iron Alloy | |
| Bearings | Four, Steel-Backed Micro-Babbitt | Five, Steel-Backed Micro-Babbitt |
| Type Drive | Chain | |
| **LUBRICATION** | | |
| Main, Connecting Rod, Camshaft Bearings | Pressure | |
| Cylinder Walls | Squirt Holes in Con. Rods | |
| Piston Pins | Splash | |
| Tappets and Timing Chain | Splash | Tappets—Pressure; Chain—Pressure Jet; |
| Oil Pump, Gear, Fixed Intake | 50 PSI @ 3000 RPM | 55 PSI @ 3000 RPM |
| Oil Filter | Walker, Partial-Flow (Opt.) | Walker, Full-Flow (Opt. Rebel, Std. on Amb.) |

# SPECIFICATIONS

| | SIX | REBEL . . . AMB. |
|---|---|---|
| **FUEL SYSTEM** | | |
| Carburetor | Single Throat, Holley | Four-Barrel, Holley |
| Carburetor, Optional | Twin-Throat, Carter | None |
| Fuel Pump | Mechanical, 4 to 5½ PSI | |
| Fuel Filter | "Magnatrap" Standard | |
| Vacuum Booster | Std., Incorp. in Fuel Pump | |
| Choke | Automatic, Integral | |
| Air Cleaner, Standard | Cellulose-Fiber | |
| Air Cleaner, Optional | *Oil Bath | None |
| Intake Manifold, Type | 6-Port, Iso-Thermal (Sealed-In) | Separate, Bolt-On |
| Recommended Fuel | Regular | Regular . . . Premium |
| **EXHAUST SYSTEM** | | |
| Muffler Type | Reverse Flow | |
| Header Type | Sweep-type Manifold, Single Exhaust | Twin Manifolds, Dual Exhausts Extra |
| Exhaust Pipe Diameter | 2″ | 1⅞″ |
| Tail Pipe Diameter | 1¾″ | 1¾″ |
| **COOLING SYSTEM** | | |
| Radiator Type | Tube and Fin | |
| Radiator Cap Pressure | 13 PSI, Vented Cap | |
| Circulation Thermostat | 180°F | |
| Water Pump | Centrifugal, Belt Drive | |
| Water Pump Location | Front of Block | |
| Water Jackets | Full Length | |

*Oil Bath cleaner standard with Dual-Throat carburetor option.

| | SIX | REBEL . . . AMB. |
|---|---|---|
| Fan | 14″ Dia., Four Blades | 18″ Dia., Four Blades |
| Fan, with Air Conditioning | 15 19/32″ Dia., Five Blades | 18″ Dia., Five Blades |
| Fan Bearing | Double-Row Ball Bearing | |
| Powr-Saver Fan | Not Avail. | Not Avail. . . . Optional |

## ELECTRICAL SYSTEM

| | | |
|---|---|---|
| Battery, Auto-Lite | 11MS-45AH | 11HS-50AH . . . 11HS-60AH |
| Battery Type, 12-Volts | 7 Plates/Cell | 9 Pl./Cell . . . 11 Pl./Cell |
| Battery, with Air Cond. | 11HS-60AH, 11 Pl./Cell | |
| Battery Location | Front Left Side, Under Hood | Front Right Side, Under Hood |
| Terminal Grounded | Negative | |
| Generator | Delco-Remy, Shunt Type | |
| Regulator | Delco-Remy, Voltage and Current Control | |
| Starting Motor | Delco-Remy | |
| Starter Control | Ignition Key on Manual Shift, Push-Button on Auto. | |
| Distributor and Coil | Delco-Remy | |
| Distributor Advance | Centrifugal and Vacuum | |
| Ignition Timing | 5° BTDC | TDC . . . 5° BTDC |
| Firing Order | 1-5-3-6-2-4 | 1-8-4-3-6-5-7-2 |
| Spark Plug | Auto-Lite AL-7 or Champion H-10 | |
| Spark Plug Gap | .033″ to .037″ | |
| Protection of Circuits | Circuit Breaker and Fuses | |
| Sealed-Beam Headlamp No. | Outer 4002, Inner 4001 (Single 5400) | |
| Dual Headlight System | Standard (Opt. on Deluxe) | |
| Dual Horns | Standard (Except on Deluxe) | |

## POWER TRAIN

Clutch ..... Dry, Single Disc, Borg-Beck
Clutch Diameter, Inside and Outside, Six ..... 5⅛" x 8½"
Clutch Diameter, Inside and Outside, Rebel ..... 7" x 10"
Clutch Diameter, Inside and Outside, Amb. ..... 6½" x 10½"
Clutch Release Bearing ..... Ball, Pre-lubricated
Transmission Types ..... Synchromesh (Standard)
Overdrive or Flash-O-Matic (Optional)
Overdrive Reduction Ratio ..... 0.7:1
Rear Axle and Gear Type ..... Semi-Floating, Hypoid
Rear Axle Drive Type ..... Torque Tube
Rear Axle Gear Ratios, Six Cyl.:
● Syncromesh (Std.) ..... 3.78:1 (9-34)
Syncromesh (Opt.) ..... 4.11:1 (9-37)
Syncromesh (Opt.) ..... 4.38:1 (8:35)
● Overdrive (Std.) ..... 4.11:1 (9-37)
Overdrive (Opt.) ..... 4.38:1 (8-35)
● Flash-O-Matic (Std.) ..... 3.31:1 (13-43)
Flash-O-Matic (Opt.) ..... 3.78:1 (9-34)
Rear Axle Gear Ratios, Rebel:
● Syncromesh or Overdrive (Std.) ..... 4.10:1 (10-41)
Syncromesh or Overdrive (Opt.) ..... 4.44:1 (9-40)
● Flash-O-Matic (Std.) ..... 3.15:1 (13-41)
Flash-O-Matic (Opt.) ..... 3.55:1 (11-39)
Rear Axle Gear Ratios, Amb.:
● Syncromesh or Overdrive (Std.) ..... 3.54:1 (11-39)
Syncromesh or Overdrive (opt.) ..... 4.10:1 (10-41)
Flash-O-Matic (Std.) ..... 3.15:1 (13-41)
● Flash-O-Matic (Opt.) ..... 2.87:1 (15-43)
Powr-Lok Differential (2.87 Not Avail.) ... Optional, V-8 Only
● Fuel Economy Ratio

## RUNNING GEAR

Tread, Front ..... Six & Amb., 57¾" ... Rebel, 58¾"
Tread, Rear ..... Six, 58" ... V-8, 59⅛"
Springs, Front & Rear ..... Coil (Air-Coil Opt. Rear)
Front Sway-Stabilizer Torsion Bar ..... Amb. Only
Shock Absorbers ..... Two-Way Hydraulic, Direct-Acting
Steering Gear Box Ratio, Overall Ratio, & Wheel Turns:
Six, Manual ..... 20:1 .... 23.0:1 .... 4.72
Six, Power ..... 20:1 .... 18.6:1 .... 3.62
Rebel V-8, Manual ..... 24:1 .... 28.8:1 .... 4.72
Rebel V-8, Power ..... 20:1 .... 18.4:1 .... 4.19
Amb. V-8, Manual ..... 20:1 .... 25.6:1 .... 4.72
Amb. V-8, Power ..... 20:1 .... 25.4:1 .... 4.62
Turning Diameter, Ft. .. Six, 37¼' .. Rebel, 37⅔' .. Amb., 39¾'
Power Steering (Optional) ..... Monroe, Linkage Booster
Brakes, Servo-Action ..... Six, Wagner .... V-8, Bendix
Brake Linings ..... Riveted to Shoes
Brake Lining Area .. Six, 150.1 Sq. In. ..... V-8, 167.5 Sq. In.
Brake Drums, Dia. ..... Six, 9" .... V-8, 10" plus flange
Parking Brake ..... Operates on Rear Brakes
Power Brakes (Optional) ..... Bendix, Treadle-Vac
Self-Adjusting Brakes (Opt.) .... Six, Wagner .... Bendix, V-8
Wheel Size ..... Six, 4½ x 15 .... V-8, 5½ x 14
Tires ..... Goodyear or Goodrich Tubeless
Tire Size, Six ..... 6.40 x 15—4 Ply (6.70 Opt.)
Tire Size, Rebel ..... 7.50 x 14—4 Ply
Tire Size, Ambassador ..... 8.00 x 14—4 Ply
Tire Pressure ..... 24 PSI (Amb. V-8, 22 Front, 20 Rear)

| CAPACITIES | SIX | REBEL | AMB. |
|---|---|---|---|
| U. S. (Br. Imp.) | | | |
| Cooling System, Qts. | 10 (8.3) | 20 (16.7) | 19 (15.8) |
| with Heater, Qts. | 11 (9.2) | 21 (17.5) | 20 (16.7) |
| Eng. Oil, less filter, Qts. | | 4 (3.3) | |
| Eng. Oil, with filter, Qts. | | 5 (4.2) | |
| Std. Trans., Pts. | 1.5 (1.25) | 2.25 (1.9) | 4 (3.3) |
| Overdrive, Pts. | 2.75 (2.3) | 3.5 (2.9) | 4 (3.3) |
| Automatic, Pts. | | 20 (16.7) | 22 (18.3) |
| Rear Axle, Pts. | 3 (2.5) | 4 (3.3) | |
| Fuel Tank, Gals. | | 20 (16.7) | |

| LICENSE DATA | SIX | REBEL | AMB. |
|---|---|---|---|
| Wheelbase | 108″ | 108″ | 117″ |
| Brake Horsepower | 127 BHP | 215 BHP | 270 BHP |
| Optional Engine | 138 BHP | (None) | (None) |
| Bore and Stroke | 3⅛″ x 4¼″ | 3½″ x 3¼″ | 4″ x 3¼″ |
| Displacement, Cu. In. | 195.6 | 250 | 327 |
| Taxable Horsepower | 23.4 | 39.2 | 51.2 |
| Starting Serial No. | D-516001 | A-26101 | V-41501 |
| Starting Engine No. | B-227001 | G-34501 | N-32501 |
| Optional Engine | CB-36001 | (None) | (None) |
| Serial No. Location | Under Hood, right side panel | | |
| 6—Engine No. Loc. | Block, upper left front corner | | |
| V-8—Engine No. Loc. | Block, lower left front corner | | |

| SHIPPING WEIGHTS | MODEL | WHT. LBS. |
|---|---|---|
| 6, Deluxe Sedan | 5915 | 2934 |
| 6, Super Sedan | 5915-1 | 2951 |
| 6, Custom Sedan | 5915-2 | 2956 |
| 6, Deluxe Station Wagon (Fleet) | 5918 | 3068 |
| 6, Super Station Wagon | 5918-1 | 3082 |
| 6, Custom Station Wagon | 5918-2 | 3097 |
| 6, Super Hardtop | 5919-1 | 2961 |
| V-8, Deluxe Sedan (Fleet) | 5925 | 3274 |
| V-8, Super Sedan | 5925-1 | 3287 |
| V-8, Custom Sedan | 5925-2 | 3295 |
| V-8, Super Station Wagon | 5928-1 | 3398 |
| V-8, Custom Station Wagon | 5928-2 | 3407 |
| V-8, Custom Hardtop | 5929-2 | 3338 |
| Amb. V-8, Custom Hardtop Sta. Wag. | 5983-2 | 3591 |
| Amb. V-8, Super Sedan | 5985-1 | 3428 |
| Amb. V-8, Custom Sedan | 5985-2 | 3437 |
| Amb. V-8, Super Station Wagon | 5988-1 | 3546 |
| Amb. V-8, Custom Station Wagon | 5988-2 | 3562 |
| Amb. V-8, Custom Hardtop | 5989-2 | 3483 |

| ADD WEIGHTS: | SIX | REBEL | AMB. |
|---|---|---|---|
| Automatic Trans. | 75 | 47 | 17 |
| Overdrive Trans. | 36 | 25 | 15 |
| Radio | 10 | 10 | 13 |
| Weather Eye Heater | 13 | 13 | 13 |
| All-Season Air Conditioning | 100 | 94 | 94 |
| Power Steering | 34 | 35 | 39 |
| Power Brakes | 13 | 13 | 13 |
| Continental Tire Mount | 39 | 39 | 40 |
| Power Lift Windows | 18 | 18 | 18 |
| Undercoating | 14 | 14 | 14 |
| 6.70 tires | 12 | N.A. | N.A. |
| Dual Exhaust | N.A. | 21 | 21 |
| Air-Coil Ride | 48 | 51 | 51 |
| Powr-Lok | N.A. | 8 | 8 |

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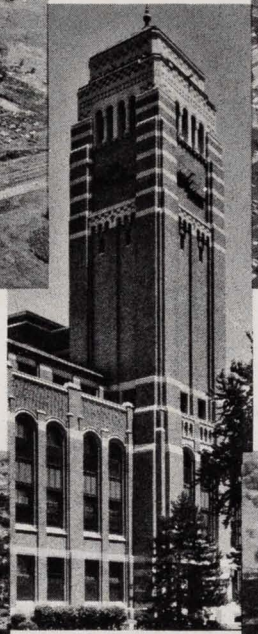

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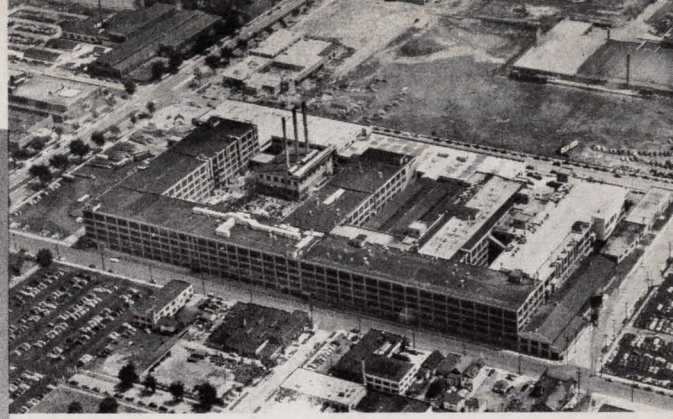

MILWAUKEE BODY DIVISION

BURLINGTON PROVING GROUNDS


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